The MBTA Vehicle Inventory Page

08/28/26 Version

Note: This is an unofficial enthusiast publication that relies on a compilation of field observations, it is not produced by or endorsed by the Massachusetts Bay Transportation Authority. The official MBTA fleet submission to the Federal Transit Administration can be found here: https://www.transit.dot.gov/ntd/data-product/2024-annual-database-revenue-vehicle-inventory

Scroll down for Blue Line, Orange Line, Red Line, Green Line, Commuter Rail, and Bus. All-time historic inventory is at bottom of the document.

Copy and paste the links below to access the MBTA route history from 1964 to the present pdf file:

https://drive.google.com/file/d/1rcApLor_jpGnmj7UQMUypFpQJWxZ19il/view?usp=drive_link

Thomas P Humphrey's work on the origins of the predecessor bus network file:

https://drive.google.com/file/d/1LY4xpV__LqGagPpXXCwcuKvAczH2-B_P/view?usp=drive_link

Thomas P. Humphrey's History of Horse-Drawn Transit in Massachusetts file:

https://drive.google.com/file/d/1P2acJyob3XfRox3gMeCpl5CaEji32464/view?usp=drive_link

The original NE Transit articles page can be found here:
http://web.archive.org/web/20071105154442/members.aol.com/netransit/private/mainarts.html

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Blue Line (Orient Heights Carhouse)

Blue Line Fleet *(94 cars)*

Series	*Car type*	*Built By*	*Electrical*	*Year Built*	*Width*	*Length*	*Seats*	*Cars Active*	*Cars Out of Service*
0700-0793	#5 East Boston	Siemens	Siemens	2007-2009	111"	48'06"	35	94	0

Active Blue Line Active Fleet (94 #5 cars):
0700/0701 through 0792/0793

Out of Service Blue Line cars:
Retired #4 cars 0616/0617 remain on MBTA property and were moved 09/2012 to new security training facility at Broadway station as static training equipment. Most mechanical equipment has been removed from the cars. There are no other #4 cars on MBTA property. **Information on disposition of the remaining #4 cars is now located in the Blue Line section of the All-Time inventory section below**

Blue Line Work Cars *(2 cars)*

CAR #	*TYPE*	*BUILT BY*	*YEAR BUILT*
4367	Wire Car	MBTA	1992
04445	Flat Car with Crane	Plymouth	1990

Additional maintenance of way equipment maintained by automotive maintenance, that can be used on all four rapid transit lines such as tampers, hi-rail equipment, ballast cars, etc. are not included in table above.

Peak vehicle requirement for Blue Line is 72 cars (12 six-car trains)

Orange Line (Wellington Carhouse)

Orange Line Fleet (152 cars)

Series	*Car type*	*Built By*	*Electrical*	*Year Built*	*Width*	*Length*	*Seats*	*Cars Active*	*Cars Out of Service*
1400-1551	#14 Orange	CRRC	MELCO	2018-2025	111”	65’	41 A-car/ 44 B-car	150	2

Active Orange Line Fleet: 150 cars *(150 #14 cars):*
1402/1403 through 1550/1551

Out of Service Orange Line cars 2 cars *(2 # 14 cars*):
In or Awaiting repair: 1400/1401-derailment damage

The last #12 01200-01319 cars were removed for scrap in July 24, disposition information can be found in the all-time inventory section below.

Orange Line Work Cars *(4 cars)*

CAR #	*TYPE*	*BUILT BY*	*YEAR BUILT/REBUILT*
4327	Jet Snow Blower	Portec	1978
04441	Crane Car	Maxon	1985
04446	Flat Car	Plymouth	1991
04447	Flat Car	Plymouth	1991

Additional maintenance of way equipment maintained by automotive maintenance, that can be used on all four rapid transit lines such as tampers, hi-rail equipment, ballast cars, etc. are not included in table above.

Peak vehicle requirement for Orange Line is 108 cars (18 six-car trains)

New Red and Orange Line Cars: The MBTA requested bids for 152 new #14 Orange Line cars and 74 #4 Red Line cars with an option to purchase 58 additional Red Line cars. Bids were received 05/15/2014. Both groups of cars will be stainless-steel cars, configured as A-car/B-car married pairs; the A car will have a control cab at one end while the B-car will have no cabs. The Orange Line cars will replace the entire existing Orange Line fleet while the initial group of Red Line cars will replace the #1 car fleet, and the option order will replace the #2 car fleet. Final assembly in Massachusetts is required. The MBTA reported receiving six proposals. Proposals were received from CNR-Changchun Railway Vehicles, CSR, Rotem, CAF, Kawasaki, and Bombardier (Springfield MA media incorrectly reported that Alstom also submitted a proposal). CAF proposal was non-responsive because it did not meet performance guarantee requirement. CSR proposal was later dismissed because it did not meet the technical requirements. Final evaluation was between CNR, Rotem, Kawasaki, and Bombardier.
Update: On 10/22/2014, the MBTA Board of Directors approved a $566 million contract with CNR MA, a joint venture of China CNR Corp and CNR Changchun Railway Vehicles, to build 152 Orange Line cars and 132 Red Line cars. Initial Orange Line cars would be delivered in 2018, Red Line cars in October 2019, with full order completed by 2023. The cars will feature Mitsubishi Electric propulsion equipment.
Update: In January 2015, CNR and CSR agreed to merge to form CRRC Corp.
Update: On 12/12/2016, The MBTA Control Board approved a negotiated sole source procurement for $249 million with CRRC for 120 additional Red Line #4 cars (plus spare parts and technical support) with options for 14 additional cars. The additional contract brings the

total number of cars on order from CRRC to 152 Orange Line cars and 252 Red Line cars with options for 14 additional Red Line cars (266 total Red Line cars if option is exercised). The additional 120 cars will be delivered by 2023 and will allow the replacement of the 86 car #3 car fleet as well as expansion of the total fleet.
Update: First four Orange Line pilot cars arrived December 20, 2017 to begin up to one year of non-revenue testing before production car deliveries begin. Additional four pilot cars (1400-1403) arrived from China in August 2018. Target for first revenue service with four of the eight pilot cars is summer 2019. Production deliveries from Springfield began with a pair (1404-1405) arriving at end of December 2018 bringing the total cars on property to 10 at the end of 2018, with 2 more pairs arriving by the end of June 2019 and a pair in August for a total of 16 cars delivered to that point (1400-1411 and four unnumbered pilot cars). The first pair of unnumbered pilot cars delivered in 2017 was returned to CRRC in summer 2019 to be upgraded to production cars. The second unnumbered pilot pairs were sent to Red Line 07/19 for training, these will eventually also be returned to CRRC for completion, the cars were being prepared for transport to Springfield in April 2021 and moved in fall 2021. 1412/1413 delivered 11/2019., and 1414/1415, 1426/1427 Feb 20,
First revenue service with 1402-1407 began on 08/14/2019.
Update: First six Red Line pilot cars (1900-1905) arrived 10/08/2019-10/22/2019 for testing. Cars entered revenue service 12/30/2020.
Update: At 06/22/2020 board meeting it was stated that MBTA is working on a recovery plan with CRRC to resume construction and deliveries. 1428/1429 and 1416/1417 delivered/in testing 07/20, 1418/1419 delivered 08/20, 1420/1421 delivered 11/20, 1422/1423 and 1424/1425 01/21, 1430/1431 02/21, 1436/1437 06/21, 1432/1433, 1434/1435, 1440/1441 07/21, 1438/1439, 1442/1443, 1444/1445 08/21, 1446/1447, 1448/1449, 1452/1453 09/21, 1450/1451, 1454/1455 10/21, 1456/1457, 1458/1459 11/21, 1460/1461 12/21, 1462/1463, 1466/1467, 03/22 1464/1465, 1468/1469, 1470/1471 04/22 1472/1473 05/22, 1474/1475, 1476/1477 06/22. 1478/1479 and 1480/1481 in Feb 23, 1482/1483 and 1484/1485 in March 23, 1486/1487 and 1488/1489 in April 23, 1490/1491 and 1492/1493 in June, 1494/1495 in August, 1500/1501 in October, 1496/1497, 1498/1499, 1502/1503, 1504/1505 in November and December 23, 1506/1507 and 1508/1509 in February 2024, 1510/1511 in March 2024, 1512/1513 , 1514/1515 in April 24, 1522/1523 in May 24 1516/1517, 1526/1527 in June 24, 1520/1521 in July 24, 1524/1525 in Aug 24, 1528/1529 in Sep 24, 1518/1519 in Oct 24, 1530/1531 in Nov 24, 1536/1537 in Dec 24, 1532/1533 in Jan 25, 1534/1535 in Feb 25, 1538/1539 in March 25, 1540/1541 in April 25, 1542/1543 in May 25, 1544/1545 in June 2025, 1546/1547 in July 2025, 1548/1549 in November (date corrected) 2025, 1550/1551 in December 2025

Red Line (Cabot Shops)

Red Line Fleet *(220 cars + 184 on order)*

Series	*Car type*	*Built By*	*Electrical*	*Year Built*	*Year Rebuilt*	*Carbody Material*	*Width*	*Length*	*Seats*	*Cars Active*	*Out of Service*
01500 - 01523	#1 Red Line	Pullman-Standard	Westinghouse	1969-70	1985-88	Aluminum	122”	69’06”	63	14	0
01600 - 01651	#1 Red Line	Pullman-Standard	Westinghouse	1969-70	1985-88	Aluminum	122”	69’06”	64	4	0
01700 - 01757	#2 Red Line	UTDC	Westinghouse	1987-89	2011-2016	Aluminum	120”	69’09”	62	50	2
01800 - 01885	#3 Red Line	Bombardier	General Electric	1993-94		Stainless-Steel	120”	69’06”	50	82	0
1900-2151	#4 Red Line	CRRC	MELCO	2019-2027		Stainless-Steel	120”	69’06”	32 A-car/ 38 B-car	68	184 on order

Fleet notes: 01600s and 01800s are married pairs, 01500s and 01700s were built as self-contained units, but in practice are now configured and operated as pairs. 01500s were built with double-ended cabs, but rebuilt to single-ended.
01800s can only trainline with their own group. Cars 01802 and 01803 have had 24 seats removed (each) to provide more standing room on peak trains (24 seats each were reinstalled 01/12 after the cars originally ran with 48 seats removed since 12/08)

Red Line Active Fleet: 218 cars *(18 #1 cars, 50 #2 cars, 82 #3 cars, and 68 #4 cars):*
01500/01501, 01506/01507, 01508/01509, 01514/01515, 01516/01517, 01520/01521, 01522/01523, 01616/01617, 01630/01631
01700/01701 through 01710/01711, 01714/01715 through 01742/01743, 01746/01747, 01750/01751, 01752/01753, 01756/01757
01800/01801 through 01814/01815, 01818/01819 through 01842/01843, 01846/01847 through 01884/01885
1900/1901 through 1966/1967

Out of Service Red Line cars: 2 cars *(2 #2 cars):*
At Cabot, held accident damage *(2 #2 cars)*: 01748/01749
Costello Dismantling has contract to remove decommissioned Red Line cars as of 02/24.

New Car deliveries:
1900/1901 through 1910/1911 delivered 2019-2022, 1912/1913 delivered Oct 23, 1914/1915 Jan 24, 1916/1917 March 24, 1930/1931 April 24, 1918/1919 July 24, 1920/1921, 1928/1929 Aug 24, 1922/1923 Sep 24, 1924/1925 Oct 24, 1926/1927 Nov 24, 1932/1933 Dec 24, 1934/1935 January 2025, 1936/1937-February 2025, 1938/1939-in March 25, 1942/1943 in April 25, 1940/1941 in May 2025, 1944/1945 in June 2025, 1946/1947, 1948/1949 in July 2025, 1950/1951 and 1952/1953 in Sep 2025, 1954/1955 and 1956/1957 in October 2025, 1958/1959 in January 2026, 1960/1961, 1962/1963 in March 2026, 1964/1965 in April 2026, 1966/1967 in May 2026

Current all-time list of scrapped #1,#2, and #3 cars
Removed by Costello Dismantling 2025:
01502/01503, 01504/01505, 01510/01511, 01512/01513, 01518/01519
01600/01601, 01606/01607, 01610/01611, 01612/01613, 01614/01615, 01618/01619, 01620/01621, 01622/01623, 01624/01625, 01626/01627, 01628/01629, 01634/01635, 01636/01637, 01638/01639, 01640/01641, 01644/01645, 01648/01649,
01712/01713, 01755
01754-to Boston Fire Department Moon Island Training Facility
01400 work cars 01469/01470 and 01477/01480 were also removed in March 2025

Removed by Costello Dismantling spring/summer 2024
01602/01603, 01608/01609, 01632/01633, 01642/01643, 01646/01647, 01650/01651,
01744/01745, 01844/01845
(car 01643 carbody resold to and preserved by Core Investments On the DOT real estate development)
01816/01817 donated to Otis A.F.B. for training 2021
01604, 01605-wrecked 08/75, scrapped 2011

Red Line Work Cars *(5 cars)*

CAR #	*TYPE*	*BUILT BY*	*YEAR BUILT*
4326	Jet Snow Blower	Portec	1978
04442	Crane Car	Maxon	1985
04443	50 ton, 700 HP Diesel Locomotive	Plymouth	1987
04444	Snow Blower	Idaho-Northern	1987
04448	Flat Car	Plymouth	1991

Flat cars 0578 and 04449 sold at auction 04/30/25

Additional maintenance of way equipment maintained by automotive maintenance, that can be used on all four rapid transit lines such as tampers, hi-rail equipment, ballast cars, etc. are not included in table.

Peak vehicle requirement for Red Line is 128 cars (9 six-car train and 1 four-car for Ashmont, 11 six-car trains and 1 four-car train for Braintree)

Red, Orange, and Blue new work cars: MBTA has ordered three four-piece work trains for the Red, Orange, and Blue Lines from Geismar North America for $21.5 million. Each train will consist of small locomotive (prime mover), crane car, and two flat cars. Locomotives will be diesel-electric hybrids and capable of operating from battery power in tunnels. These will be delivered in 2023-2024 and will replace crane cars 04441 and 04442. Two two-piece wire train consists from Plasser for the Blue and Green Lines are also on order for 2024-2025. Blue Line crane train first to arrive in April 2026 to begin testing, Red Line crane train arrived in June 2026.

Green Line (Riverside, Reservoir, and Inner Belt Carhouses) and Mattapan-Ashmont Line (Mattapan Yard)

Green Line Fleet (221 Green Line cars + 10 cars for Mattapan-Ashmont) + 102 on order

Series	*Car type*	*Built By*	*Electrical*	*Year Built*	*Width*	*Length*	*Seats*	*Cars Active*	*Out of Service*

3072-3096, 3222-3271	PCC (“Wartime” class)	Pullman-Standard	Westinghouse	1945-46 (rebuilt 1978-83 and again 1999-2005)	100”	46’	41	2	3
3234, 3238, 3254, 3260, 3265	PCC (“Wartime” class)	Pullman-Standard	Brookville Equipment	1945-1946 (rebuilt 2021-2025)	100’	46’	38	4	1
3600-3699	Type 7	Kinki-Sharyo	Westinghouse	3600-3649: 1986-87 3650-3699:1987-88 Overhauled Alstom 2015-2019	104”	72’	46	69	17
3700-3719	Type 7	Kinki-Sharyo	Adtranz	1997 Overhauled Alstom 2018-2019	104”	72’	46	14	3
3800-3894	Type 8	Breda	Adtranz/Bombardier	1999-2007	104”	74’	44	72	22
3900-3923	Type 9	CAF	MELCO	2018-2020	104”	74”	44	24	0
4001-4102	Type 10	CAF	CAF	For 2026-2031	104”	114’	60		102 on order

Green Line Active Fleet (179 cars)*:*
Type 7s: 83 active cars*-(all active cars overhauled, all Type 7s can trainline with Type 8s)*
3600-3601, 3603-3606, 3608-3611, 3617-3618, 3620-3622, 3624-3627, 3629, 3631-3636, 3639-3647, 3649, 3651-3652, 3655-3656, 3659-3660, 3662, 3665, 3668, 3670-3671, 3673-3678, 3680-3689, 3691-3692, 3694-3696, 3699, 3700-3702, 3704, 3706-3707, 3709, 3712-3718

Type 8s: 72 active cars
3800-3802, 3804-3806, 3809, 3811, 3813-3817, 3819-3821, 3824-3830, 3833-3834, 3836-3839, 3841-3846, 3848-3849, 3852-3853, 3855-3872, 3875-3878, 3880-3882, 3885-3888, 3890-3892, 3894

Type 9s: 24 active cars *(Type 9s cannot train line with Type 7s or Type 8s)*
3900-3923 (3901, 3902, 3903, 3906, 3910, 3912, 3913, 3915, 3916 held for parts)

Mattapan-Ashmont Fleet: 10 cars *(10 PCC cars, 6 in service, 4 out of service):*
In service: 3234-(rebuilt), 3238-(rebuilt), 3260-(rebuilt), 3263, 3265-(rebuilt), 3268
Out of service: 3087-(*held for propulsion work 08/25),* 3230-(*held for truck work 11/22),* 3254-*(held for truck work 12/21, at Everett for rebuild),* 3262-*(wrecked 12/29/17)*

MBTA received bids which closed 08/2017 to replace trucks and propulsion equipment on 8 PCC cars. One bid was received from Brookville. Notice to proceed has been given, the kits will arrive by late 2018 and the upgrade to cars will be performed by MBTA staff at Everett and Mattapan. Pneumatic systems (brakes, doors, wipers, sanders) will be replaced with electric. Wrecked cars will provide parts to repair previously stored cars and eventually restore fleet to 8 cars. Cars 3260 and 3262 are considered wrecked beyond repair. 3234 and 3265, after body repairs at Everett, will have new components from Brookville installed at Mattapan by August 2019. 3238 returned to service in spring 2018 with parts from 3260 and 3262. After 3234 and 3265 are completed, all 6 additional active cars will receive body work at Everett and Brookville mechanical component installation work at Mattapan by 2022/2023. Update: The rear section of wrecked car 3262 is being removed to use for the reconstruction of car 3260, the remaining sections of car 3262 will then be scrapped. Cars entering the program at Everett will first be shipped to a separate contractor facility at Costello Dismantling in Middleborough to remove lead paint.
Update: In a change of plans, 3260 was rebuilt with new steel and sheet metal and not with the removed rear section of 3262.
Update: In December 2025, the MBTA stated publicly that the rebuild program will be considered complete after five cars (3234,3238, 3254, 3260, and 3265) and the remaining three kits will be used as spare parts for those cars.

Green Line Out of Service Cars: 42 cars *(20 Type 7s, 22 Type 8s)*
Assigned to work car service *(2 cars*):
MOW work car, (seats removed*)* 3615
Rerailer car: 3669
Type 7s at Riverside, awaiting parts/repair, out short term *(7 cars):*
3607, 3619, 3628, 3654, 3661, 3664-at Inner Belt, 3708-at Inner Belt
Type 7s at Riverside, awaiting parts/repair, out long term *(7 cars):*
3613, 3614-sideswipe damage, 3616, 3653-roof fire, at Inner Belt, 3658, 3690, 3710
Type 7s wrecked *(4 cars):* 3663-at Inner Belt, 3697, 3698-at Inner Belt, 3705-damaged beyond repair
Type 8s stripped of parts, retired *(2 cars)*:3847-wrecked, 3854
Type 8s awaiting parts at Riverside-out of service long-term *(20 cars)*:
3803, 3807, 3808-(accident damage), 3810, 3812, 3818, 3822-to go to Boston Fire Moon Island, 3823, 3831, 3835, 3832, 3840-accident (at Inner Belt), 3850, 3851-accident (at Inner Belt), 3873, 3874-derailment (at Inner Belt), 3883, 3884, 3889, 3893

Retired Type 8, now used as static display/training aid at Broadway station security training facility *(1 car):*
3879-wrecked in derailment/fire 05/08,-moved to new security training facility at Broadway station 01/13 as static training equipment, all mechanical equipment removed from car, this car is no longer counted as part of the revenue fleet
4 additional uncompleted Type 8 shells and the damaged sections of original car 3807 are stored at Orient Heights (formerly stored at Everett).

New Cars:

Type 10s
The MBTA has requested bids for 165 Type 10s with options for up to 61 additional cars. Proposals are due 08/11/2020. The proposed design calls for a 7-section, 112-ft long car with a 100% low-floor passenger area or a five-section car that may contain high-floor sections at the ends. Both designs permit an isolated operators cabin which may be high-floor. Type 10s will only operate in trains with other Type 10s, but will have anti-climbers and folding couplers compatible with Type 7s, 8s, and 9s for emergency towing or pushing. The contract includes an option for the builder to be responsible for scrapping all Type 7s and Type 8s. The initial procurement will replace two-car trains of Type 7s and Type 8s with single-car Type 10s. Later options will provide enough Type 10s to operate two-car trains initially on the D and E lines and later on the B and C lines. Delivery of four pilot vehicles would be 43 months after a contract is awarded. Delivery of production vehicles would begin 4.5 years after a contract is awarded and be completed 9 years after contract is awarded. **Update 06/21**: Final proposals are now due on July 14, 2021. Contract award may take place by summer 2022, First pilot would arrive in 2026 and deliveries take place between 2027 and 2032. Proposed base order has been reduced to 102 cars with options up to 124 additional. The base will provide enough equipment to replace all Type 7s and Type 8s but only provide for operation of single Type 10s to replace two-car trains of Type 7s and Type 8s on all four lines. Type 9s would remain to provide additional peak service with two-car trains. Initial options could be exercised later to provide enough equipment to operate two-car trains of Type 10s on the D and E lines , and further options would need to be exercised to operate two-car trains on the B and C.
Update 08/31/2022:
The MBTA Board approved a $810 million contract with CAF for 102 Type 10s to fully replace the Type 7 and Type 8 fleets. The first four pilot cars will be delivered in 2026 and production delivery will begin at a rate of two cars per month in 2027 through 2031. The cars will be a 7-module design with a 100% low-floor passenger area and isolated raised operator cabs. The carbody shells will be manufactured in Elmira NY. Siemens and Alstom had also submitted bids that did not score as well as CAF's proposal.
Update 05/28/26: At MBTA Board of Directors meeting, it was stated that the first pilot car should be delivered in September 2026.

Chronology of Type 8 events is now displayed in the All-time inventory section

Type 8s accepted for service by year (delivered same year, unless noted):
1999 (5 cars): 3802-(delivered 1998), 3803-(delivered 1998), 3804, 3805, 3808
2000 (2 cars): 3811, 3812 (both cars delivered in 1999)
2001 (12 cars): 3807-(delivered 1999, wrecked 2001, replaced by new car 2007), 3810-(delivered 1999), 3813-(delivered 1999), 3814-(delivered 1999), 3816, 3820-(delivered 2000), 3821, 3822-(delivered 2000), 3834, 3840, 3846, 3847
2002: No cars were delivered or accepted
2003 (10 cars): 3819-(delivered 2001), 3823-(delivered 2001), 3824-(delivered 2001), 3825-(delivered 2001), 3827-(delivered 2001), 3841-(delivered 2001), 3854, 3855, 3863, 3867
2004 (11 cars): 3806-(delivered 1999), 3809-(delivered 1999), 3857, 3858, 3859, 3861, 3864, 3866, 3868-(delivered 2003), 3870, 3875
2005 (3 cars): 3862-(delivered 2004), 3869-(delivered 2004), 3874
2006 (30 cars): 3815-(delivered 2004), 3817-(delivered 2004), 3818, 3828, 3829, 3830, 3831, 3833, 3837, 3842, 3843, 3844, 3845, 3848, 3849, 3850, 3851, 3852, 3853, 3856, 3865-(delivered 2004), 3871, 3872, 3873, 3876, 3877, 3878, 3879, 3880, 3881
2007 (12 cars, all delivered in 2006 unless noted): 3800-(Original pilot car, delivered in 1998, returned to Breda in 1999, remanufactured and redelivered 2007), 3801- (second test car, first delivered in 1998, returned to Breda 1999, delivered again 2004), 3807-2nd car, replacement for original damaged car, 3826, 3832, 3835, 3836, 3838, 3839, 3860, 3882, 3883, 3884
Cars assembled and delivered August 2007-February 2008: 3885, 3886, 3887, 3888, 3889, 3890, 3891, 3892, 3893, 3894
Car 3807, accepted in 2001 and damaged in a derailment that year, returned to service in 2007. New car was manufactured using carbody sections from an incomplete shell, original damaged sections now stored at Orient Heights.

All-time list of scrapped Boeing LRVs is now displayed in the All-time inventory section

Current all-time list of scrapped Type 7s:
Cars sold at auction for scrap 2020: 3703, 3711, 3719 (bids received 01/28/2020, scrapped 03/20)
Shipped for scrapping 2018/2019 at Alstom in Hornell: 3602, 3630, 3650, 3679, 3693
Scrapped 1998: 3657-a/3602-b, 3672-a/3630-b
Scrapped 2005: 3638, 3666
Scrapped 2012: 3612, 3623-a/3679-b, 3637, 3648-a/3639-b, 3667

***Current status of renumbered and/or remated cars from above lists*:**
3602 is made from original 3602-A and 3622-B *(this car is now scrapped)*
3617 is made from original 3617-A and 3621-B
3621 is made from original 3621-A and 3617-B
3622 is made from original 3622-A and 3671-B
3623 is made from original 3623-A and 3679-B (these sections were scrapped)
3630 is made from original 3630-A and 3672-B *(this car is now scrapped)*
3633 is made from original 3633-A and 3634-B
3634 is made from original 3634-A and 3633-B
3636 is made from original 3636-A and ex 3679, original 3623 B
3639 is made from original 3639-A and 3648-B
3648 is made from original 3648-A and 3639-B (these sections were scrapped)

3657 is made from original 3657-A and 3602-B (these sections were scrapped)
3671 is made from original 3671-A and 3657-B
3672 is made from original 3672-A and 3630-B (these sections were scrapped)
3679 is made from original 3679-A and 3623-B (3623-B remated second time with 3636-A, 3679-A and 3636-B now scrapped at Alstom)

Historic cars (2 cars stored at Boylston St. Station)

Picture-Window PCC-Pullman-Standard 1951: 3295
Type 5- Brill 1924 *(leased from Seashore Trolley Museum):* 5734

Green Line Work Cars *(4 cars)*

CAR #	*TYPE*	*BUILT BY*	*YEAR BUILT*	*Location*
4360	Crane Car	MBTA	1986	*Reservoir*
4361	Generator/Pump/Lift (GPL) Car	MBTA	1990	*Reservoir*
4362	Trailer Flat Car	MBTA	1988	*Reservoir*
4366	Wire Car	MBTA	1987	*Reservoir/Boylston*

Peak vehicle requirement for Green Line is 122 cars

Commuter Rail (primary repair facility: Boston Engine Terminal-Somerville)

Coaches (501 coaches + 80 on order)

Series	*Car Type*	*Built By*	*Year Built*	*Length*	*Width*	*Seats*	*Cars Active*	*Out of Service*
200-202, 204-214, 216-258	BTC-1C Blind Trailer Coaches *(200-202, 204-214, 216-244 are rebuilt from BTC-1 coaches 300-302, 304-314, 316-344; 245 is rebuilt from CTC-1 coach 1300; 246-258 are rebuilt from CTC-1 coaches 1302-1314)*	Pullman-Standard	1978-79 (rebuilt 1996 by Amerail)	85’	126”	114	30	15
350-389	BTC-1A Blind Trailer Coaches	Bombardier	1987	85’	126”	127	39	1
500-532, 533-536, 540	BTC-3 Blind Trailer Coaches (533-542 converted CTCs, without restrooms)	Messerschmitt-Bolkow-Blohm GmbH (MBB)	1987-88	85’	120”	88/94 (rest-room equipped)	7	18
600-653	BTC-1B Blind Trailer Coaches	Bombardier	1989-90	85’	126”	122	49	2
700-749	BTC-4 Blind Trailer Coaches	Kawasaki	1990-91 (overhauled by Alstom 2014-2019)	85’	120”	185	50	0
750-766	BTC-4A Blind Trailer Coaches	Kawasaki	1997/98 (overhauled by Alstom 2019-2021)	85’	120”	182	17	0
767-781	BTC-4B Blind Trailer Coaches	Kawasaki	2001/02 (overhauled by Alstom 2019-2021)	85’	120”	182	15	0

800-846	BTC-4D Blind Trailer Coaches	Rotem	2012-2014	85’	120”	179 (rest-room equipped)	47	0
847-886	BTC-4D Blind Trailer Coaches	Rotem	2022-2024	85’	120”	179 (rest-room equipped)	40	0
900-932	BTC-4C Blind Trailer Coaches	Kawasaki	2005/2006	85’	120”	178 (rest-room equipped)	33	0
1500-1533	CTC-3 Control Trailer Coaches	Messerschmitt-Bolkow-Blohm GmbH (MBB)	1987-88	85’	120”	96 (rest-room equipped)	0	17
1600-1652	CTC-1B Control Trailer Coaches (1600-1624 have controls deactivated)	Bombardier	1989-90	85’	126”	122	20	6
1700-1724	CTC-4 Control Trailer Coaches	Kawasaki	1990-91 (overhauled by Alstom 2014-2019)	85’	120”	175	24	0
1800-1827	CTC-5 Control Trailer Coaches	Rotem	2012-2014	85’	120”	173	28	0
1828-1870	CTC-5 Control Trailer Coaches	Rotem	2022-2024	85’	120”	173	43	0
400-469 (tentative numbers)	BTC Blind Trailer Coaches	Rotem	For 2026-2027					70 on order
1400-1409 (tentative numbers)	CTC Control Trailer Coaches	Rotem	For 2026-2027					10 on order

Active Coaches: 442 cars *(7 MBB, 30 Pullman, 108 Bombardier, 139 Kawasaki, and 158 Rotem*):
Blind Trailer Coaches (347): 201-202, 204-205, 211-212, 214, 217-220, 222-227, 229, 231-232, 234, 236-238, 240-243, 247, 252, 350-379, 381-389, 514, 518, 519, 531, 533-geo car, 534-geo car, 540, 600-611, 613-641, 643-645, 648-652, 700-781, 800-886, 900-932, 1600-1604, 1606-1609, 1611-1617, 1620, 1622-1624
Control Trailer Coaches (95): 1700-1709, 1711-1724, 1800-1827, 1828-1870

Out of Service Coaches: 59 cars *(35 MBB, 15 Pullman, 9 Bombardier)*
Non-Revenue Cars *(4 Blind Trailer Coaches):*
253-laser car, 525-office car, 529-office car, 535-observation car
Stored at BET *(5 Control Trailer Coaches, 2 Blind Trailer Coaches):*
210, 380, 1631-for sale, 1637, 1638-for sale, 1643, 1647
Stored at Rochester (***13 Blind Trailer Coaches and 8 Control Trailer Coaches):***
At Rochester for modifications: 213, 221, 520, 536
Stored: 208, 230, 248, 249, 255, 516, 528, 532, 653, 1501, 1508, 1510, 1512, 1513, 1524, 1526-acc, 1529
Stored at Seaview: *(17 Blind Trailer Coaches, 10 Control Trailer Coaches):*
500, 502, 504, 506, 507, 510, 512, 515, 524, 530, 642,
1506, 1507, 1511, 1514, 1522, 1527, 1530, 1531, 1533, 1636
For sale: 206, 207, 216, 228, 239, 258

Overhauled Coaches:
MBBs overhauled and in service: 514, 518, 519, 520, 531, 533 (ex1517), 534-(ex1503), 535-(ex1515), 536-(ex 1521), 540-(ex 1502)
Overhauled as non-revenue Office Cars: 525-“The Minuteman”, 529-“The Constitution”
533 and 534 later modified as track geometry cars that can operate as part of revenue trains. 535 later upgraded to non-revenue observation car “Mayflower”. 520 and 536 held for upgrades at Rochester.
Originally, 14 to 20 cars were to be overhauled starting in 2019, the number to be overhauled was reduced in 2020 because of service reductions.
https://cdn.mbta.com/sites/default/files/2019-10/2019-10-21-fmcb-J-single-level-coach-service-life-extension-accessible.pdf

Future Order for New Coaches:
The MBTA anticipates issuing an RFP later in 2019 for 180-220 new bi-level cars which would replace all existing active single level cars. The MBTA issued a Request for Information in February 2019 to get feedback from potential manufacturers before issuing a formal Request for Proposals (RFP).
Update: The MBTA approved a $345 million sole source procurement with Rotem for 80 coaches (40 cab control cars and 40 blind trailers with restrooms) on 09/23/2019. First coaches will be delivered by 2022 with order completed in 2024. Coaches will be fully assembled in South Korea, and funded 100% with state funds. These coaches are in addition to the proposed RFP for 200 coaches.
Update: The final contract was increased to 83 coaches (43 cab cars 1828-1870 and 40 blind trailers 847-886).
Update: As part of the “Forging Ahead” initiative the MBTA is proposing to postpone an RFP for 181 additional bi-level cars, however the existing order with Rotem for 83 cars will continue as planned. 847, 848, 1828, and 1829 arrived in Rochester MA in June 2022 to

begin acceptance testing, next group of four followed in July 2022, four additional arrived Oct 2022, four additional arrived in Nov 2022, three additional in December 2022, five cars in January 2023, four cars in March 2023. Deliveries will continue at approximately four per month into 2024. First four in final testing to enter revenue service in Winter 23.
Update: On 05/23/24 the MBTA Board approved an option with Rotem to purchase 41 additional Blind Trailer Coaches to be delivered starting in 2026.
Update: On 11/21/24 the MBTA Board approved the remaining options with Rotem to purchase 29 additional Blind Trailer Coaches and 10 Cab Control Cars, for a total of 80 additional cars on order.

Leased Battery Electric Multiple Units

On 06/11/2026 the MBTA Board of Directors approved a 15-year lease with Keolis and Rock Rail of seven four-car sets of bi-level battery-electric multiple units (28 cars total), to be built by Stadler for Keolis and Rock Rail for $765 million total. The initial use will be for the Fairmount Line. The lease has options for 24 more sets (96 additional cars). One of the four cars on each set will hold the batteries. The first set is expected to be delivered at the end of 2029.

Current all-time list of retired Pullman, Bombardier, MBB, and Kawasaki cars*:*
Scrapped Schnitzer Steel Everett 2024/2025:
1605, 1618, 1619, 1626, 1627, 1629, 1630, 1632, 1634, 1639, 1640, 1641, 1642, 1646, 1649, 1650, 1651, 1652
Sold to Raritan Central Railroad NJ 03/26: 1644
Sold to North Shore Railroad PA 09/25: 1625, 1645
Sold to U.S. Government, Pueblo CO 08/25:200, 235, 245, 257, 1633, 1635
To Mass Coastal 07/25: 250, 251, 1610, 1628
Sold to San Luis Potosi MX 05/25: 244, 246, 256
Sold To Morristown & Erie 04/25: 233
Sold to Silver Rail Coach 04/25: 209
To Adirondack Scenic 04/25: 501, 503, 505, 508, 526, 1518, 1520
To Saratoga, Corinth& Hudson Railroad 2024: 521, 523, 1528
To Berkshire Scenic 08/23: 509, 517, 522, 527, 1505, 1509
Sent to Kinki-Sharyo for overhaul in 2019, later scrapped when program reduced in 2022: 1500, 1519, 1523
Scrapped 03/2023: 646, 1621
Sold at auction for scrap 10/2021: 1504
Scrapped 06/2021: 254, 647
Sold at auction for scrap 11/2018: 513, 1516
Sold for scrap 07/2016 *(1 Control Trailer Coach):* 1532-removed from Readville
Sold for scrap 03/2014 *(2 Control Trailer Coaches and 2 Blind Trailer Coaches):* 511, 612, 1525, 1710
Wrecked 1990, scrapped 2006 to provide parts for CRASP program: 1648
Wrecked 1988, 1990, sent to Morrison-Knudsen 1995 as parts source, scrapped at Hornell*:* 303, 315
Wrecked 1981, Scrapped 1986: 1301

Sold equipment awaiting possible preservation as static display
RDC Stored at Billerica (1 car): 6213

Coach assignment snapshot 08/28/2026:
North Side-152 cars assigned, 121 required for peak
201, 204-205, 211-212, 214, 217-218, 219-bike/ski car, 220, 222-223, 226-227, 229, 231-232, 234, 236-238, 240-243, 247, 252, 350, 355, 358, 361, 366-367, 371, 373, 375, 377-379, 381-383, 386-388, 514, 518, 519, 533-geo car, 540, 603-607, 610, 615, 619, 621-623, 625, 626, 628, 634-636, 640, 643-645, 648, 650-651, 900, 902-915, 917-919, 921-923, 925-929, 931-932, 1600-1601, 1607-1609, 1611-1617, 1620, 1622, 1623-1624
1700-1701, 1704-1709, 1711-1714, 1716, 1719-1724, 1800, 1804-1807, 1809, 1811, 1813, 1815-1817, 1820, 1824, 1826
South Side 286 cars assigned, 255 required for peak including 80 with power doors activated for Old Colony service
351-354, 356-357, 359, 360, 362, 363-365, 368-370, 372, 374, 376, 384-385, 389, 534-geo car, 600-602, 608-609, 611, 613-614, 616-618, 620, 624, 627, 629-633, 637-639, 641, 649, 652, 700-781, 800-886, 901, 916, 920, 924, 930, 1602, 1603, 1604
1702-1703, 1715, 1717, 1718, 1801-1803, 1808, 1810, 1812, 1814, 1818-1819, 1821-1823, 1825, 1827-1870
Cape Flyer, 4 cars assigned: 202-bike car, 224-cafe, 225-café, 531
Held for long term repair from lists above: 806-Rochester, 900-Rochester, 911-in shop, 1720, 1803-in shop, 1834, 1870

Locomotives (109 locomotives)

Series	*Model*	*Built By*	*Year Built*	*Year Rebuilt*	*Rating*	*Separate HEP generator?*	*Active*	*Out-of-Service*
010-011	MP36PH-3C	MPI	2009	Built for UTA as #s13 and 14, but never operated,to MBTA 2011	3600 H.P.	Yes	0	2

1000-1012	F40PH	EMD	1978	1989-90 by Bombardier	3000 H.P.	No	0	1
1013-1017	F40PH	EMD	1980	1989-90 by Bombardier	3000 H.P.	No	0	1
1025-1033	F40PH-3C	Morrison-Knudsen	1991	1st:2003-2004 by MPI 2nd:2019-2024 by MPI (rebuilt from F40PHM-2C)	3000 H.P.	Yes	9	0
1034-1036	F40PH-3C	Morrison-Knudsen	1993	1st:2003-2004 by MPI 2nd:2019-2024 by MPI (rebuilt from F40PHM-2C)	3000 H.P.	Yes	3	0
1050-1067	F40PH-3C	EMD	1987	1st: 2001-2003 by MPI 2nd:2019-2024 by MPI (rebuilt from F40PH-2C)	3000 H.P.	Yes	18	0
1068-1075	F40PH-3C	EMD	1988	1st: 2001-2003 by MPI 2nd 2019-2024 by MPI (rebuilt from F40PH-2C)	3000 H.P.	Yes	7	0
1115-1139, 1776 (ex 1131)	GP40MC	GMD	1973-5	1997 by AMF (units are ex CN GP40-2LW)	3000 H.P.	Yes	21	4
2000-2039	HSP-46	MPI	2013-2014		4600 H.P.	Inverter	37	3
3247	GP40	EMD	1971	Ex-Ohio Central, ex CSX	3000 H.P.	No HEP, used for work service	0	1
3248-3249	3GS21B	NRE	2009		2100 H.P. gen-set	No HEP, used for work service	2	0

(1120, 1125, 1136, and 1137 are MassDOT units, but can be operated in MBTA service)

Leased Locomotives

Work locomotives leased by Keolis : Precision National GP50 2107 and GP40-2LW 9619
Leased locomotives from Rolling Stock Solutions: F40PH-4C 1001-in testing (ex Amtrak 316), 1002 (ex Amtrak 294), 1003-in testing (ex Amtrak 411), 1005-(ex Amtrak 319), 1006-(ex Amtrak 400) in testing

Active Locomotives: 97 locomotives
For Passenger Service *(95 locomotives):* 1025-1036, 1050-1072, 1074-1075, 1115-1117, 1119-1124, 1125-(MassDOT paint), 1126-1130, 1133, 1136-(MassDOT paint), 1137-(MassDOT paint), 1138-1139, 1776-(ex 1131), 2000-2003, 2005-2008, 2010-2029, 2031-2039
For Work Service *(2 locomotives):* 3248, 3249

Out of Service Locomotives: 13 locomotives
Awaiting disposition at Rochester MA (*2 locomotives*)
1008, 1013
Out of service, stored at Rochester MA *(1 locomotive):*
3247
In or Awaiting major engine repairs at Rochester MA *(4 locomotives)*:
1118, 1132, 1134-in shop, 1135-in shop
At Wabtec-Erie for rebuild *(5 locomotives):* 010-held for possible trade, 011-held for possible trade, 2004, 2009,, 2030

Current all-time list of sold or scrapped F40PH and F40PH-2Cs:

1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1010, 1011, 1012, 1015, 1017-sold to Precision Locomotive Leasing 08/21 for parts/scrap
1016-sold for scrap 03/2014
1009, 1014-sold at auction for scrap 11/2018
1073-wrecked/scrapped 1990

Potential locomotive overhaul programs: In June 2016, the MBTA requested letters of interest from firms that may be interested in overhauling a minimum of 10 F40PH-2C and F40PHM-2C locomotives. The MBTA may issue an RFP for a program in August 2016. As part of a presentation to the MBTA Control Board in June 2016, MBTA staff identified potential programs to remanufacture 10 stored locomotives to extend the service life 15-20 years; to overhaul 10 active locomotives to extend the service life 10-15 years; and to replace major components on 10 active locomotives (30 locomotives total). **Update:** The MBTA has requested bids to overhaul 10 F40PH-2C/F40PHM-2C locomotives with an option to overhaul 26 additional locomotives (36 total). The overhaul is expected to extend the service life by 10 years minimum without future component overhauls, and 20 years maximum with future component overhauls, but units will not be considered remanufactured. Loco 1056 is not included in the total of 36. Proposals are due 02/16/2017. **Update:** MBTA cancelled bids for overhaul program on 02/03/2017 **Update:** MBTA intends to issue new RFP later in 2017 to overhaul 10 F40PH-2C/F40PHM-2Cs and 2 GP40MCs **Update:** The MBTA has again requested bids to overhaul 10 F40PH-2C/F40PHM-2C locomotives; the bid closing date is 05/12/2017. **Update**: On 06/19/17, the MBTA FMCB voted on a $26.8 million contract with Motive Power Industries to overhaul 10 F40PH-2C and F40PHM-2C locomotives. Contract includes options to overhaul up to 26 additional units. The five units stored in Kingston MA will be the first shipped to Boise. First completed unit is due back in March 2018. Overhaul will extend life of units by 20 years. **Update:** First completed unit (1054) due back January 2019 and last by September 2019. **Update:** At FMCB Board meeting 01/14/2019 it was stated that the MBTA intends to continue to pick-up the options in the contract and overhaul up to an additional 26 locomotives for 36 total. All rebuilt units from both classes will be re-designated as F40PH-3C**Update:** On 04/29/2019 the FMCB formally authorized the full option plus one additional unit with MPI to rebuild 27 additional locomotives for $78 million. With this additional contract, all 37 F40PH-2C and F40PHM-2C will be rebuilt as F40PH-3C locomotives by December 2021: **Update:** The overhaul of MP36 locomotives 010 and 011 was added to the contract in early 2021. **Update:** Locomotives 010 and 011 may be moved from Erie to another contractor for overhaul as of 03/25. **Update:** Locomotives 010 and 011 may be traded for F40PH locomotives as of 03/26.

Units which completed in-house Keolis overhaul program 2016-2018: 1029, 1030, 1033, 1036, 1051, 1053, 1055, 1058, 1071, 1072. As the MPI program has now been expanded, there will be no additional in-house overhauls of F40PH-2C/F40PHM-2Cs. Keolis will instead perform major engine repairs on GP40MCs as required. Units completed or in shop: 1115, 1116, 1119, 1120-in shop, 1121, 1122, 1123, 1124, 1126, 1127, 1133-in shop, 1135, 1139

F40PH-3C MPI rebuilt units, completed and in service (37 units):
1025, 1026, 1027, 1028, 1029, 1030-(B&M maroon heritage), 1031, 1032, 1033, 1034, 1035, 1036-(NYC heritage), 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071-(New Haven heritage), 1072-(B&M blue heritage), 1074, 1075

Locomotive Repair Contract: The MBTA has issued an RFP with bids due on 12/19/2018 for a contractor to repair out of service GP40MCs 1118, 1132, and 1137. Work will be performed in Rochester. Repair would include change out of prime mover, main generator, and other component overhauls. The contract would include options which if exercised would include upgrading 6 GP40MCs with modifications to operate as switchers, identical to work performed on 1116 and 1119 in 2007; options to upgrade 6 GP40MCs to a 26L brake system and install a FastBrake system; options to upgrade 6 GP40MCs with QES3 control systems; options to overhaul the trucks on 6 GP40MCs; options to overhaul main generators and engines on up to 10 GP40MCs and/or F40PH-2Cs; and options to overhaul up to 20 HEP units on GP40MCs or F40PH-2Cs. Units completed to date: 1117, 1125-(Massdot blue scheme), 1128-(New Haven heritage), 1129-("cranberry" heritage scheme), 1130-(yellow front heritage paint scheme), 1136-(Massdot blue scheme), 1137-(Massdot blue scheme), 1138, 1776-former 1131 (America 250 scheme)

HSP46 Overhaul Program
The MBTA has requested bids for an HSP46 overhaul program, bids are now due 02/26/25
Update: On 12/18/2025 the MBTA voted on a $222 million contract with Wabtec to overhaul all 40 HSP46 locomotives, The first two pilot units are expected to be shipped out in spring 2026. A first completed pilot unit is due back in December 2028 while production units will be delivered between February 2029 and March 2032. Eight to ten units will be in the program at any time once full production is underway in 2027.

New Locomotive procurement:
In February 2026, the MBTA released a request for proposals for 20 new locomotives with options for up to 50 additional. The base order will be for 10 diesel-electric locomotives and 10 battery-electric locomotives. The options can be used to purchase additional units of either type up to 50 (for 70 total possible units). The base order units would be used to retire the GP40MC fleet and additional units could be purchased in later years to replace the F40PH-3C fleet. This will be a joint order with the Maryland Department of Transportation, which will be purchasing 5 battery-electric units. The battery units will be designed to use the existing catenary on the Northeast Corridor to recharge while in motion. The purchase of additional battery locomotives will be dependent on the installation of additional charging facilities. Bids are due in June 2026. Siemens Transportation is presently building 10 battery electric locomotives for Metro North Railroad in New York and is very likely to bid on the contract. The contract requires one builder to build both types of locomotives.

Active passenger locomotive assignment Snap Shot 08/28/26
North Side: (22 required plus spares)
RSTX 1002, RSTX 1005, RSTX 1006-in testing, 1028, 1030, 1033, 1052, 1054, 1055, 1057, 1061, 1063, 1064, 1067, 1072, 1115, 1116, 1117, 1119, 1120, 1121, 1122, 1123, 1124, 1125-MassDOT, 1126, 1127, 1128-in testing, 1129, 1130, 1133, 1136-MassDOT,, 1137-MassDOT, 1138, 1139, 1776, 2000, 2001, 2005, 2034, 2038
South Side: (44 required plus spares)
1025, 1026, 1027, 1029, 1031, 1032, 1034, 1035, 1036, 1050, 1051, 1053, 1056, 1058, 1059, 1060, 1062, 1065, 1066, 1068, 1069, 1070, 1071, 1074, 1075, 2002, 2003, 2006, 2007, 2008, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2027, 2028, 2029, 2031, 2032, 2033, 2035, 2036, 2037, 2039
At Rochester: 2026

Buses

Diesel, CNG, and Battery bus fleet							
Series #	*# Active*	*# stored*	*Builder-Model*	*Engine-Type*	*Built*	*Length Width*	*Seats*
0756-0910	153	2	New Flyer D40LF	Cummins ISL diesel	2008	40' 102"	39
1200-1224	25	0	New Flyer-DE60LFR	Cummins ISL diesel/Allison hybrid drive	2010	60' 102"	57
1250-1293	44	0	New Flyer-XDE60	Cummins ISL diesel/BAE Hybrid	2016/2017	60' 102"	53
1294	1	0	New Flyer-XDE60	Cummins L diesel/BAE Hybrid with extended range battery	2018	60' 102"	53
1295-1299	5	0	New Flyer-XE60	Battery Bus-Siemens electric drive	2019	60' 102"	51
1300-1328	29	0	New Flyer-XDE60	Cummins L diesel/BAE Hybrid with extended range battery	2022/2023	60' 102"	50
1329-1344	16	0	New Flyer-XDE60	Cummins L diesel/BAE Hybrid with extended range battery	2023	60' 102"	37
1400-1459	60	0	New Flyer-XDE40	Cummins ISB diesel/BAE Hybrid	2014/2015	40' 102"	37
1600-1774	175	0	New Flyer-XN40	Cummins ISLG (CNG)	2016/2017	40' 102"	36
1775-1924	150	0	New Flyer-XDE40	Cummins ISB diesel/BAE Hybrid	2016/2017	40' 102"	36
1925-2118	194	0	New Flyer-XDE40	Cummins B diesel/BAE Hybrid	2019/2020	40' 102"	36
3000-3005	6	0	New Flyer-XDE40	Cummins ISB diesel/BAE Hybrid	2017	40' 102"	36
3100-3159	60	0	New Flyer-XDE40	Cummins B diesel/BAE Hybrid	2020	40' 102"	36
3200-3359	160	0	New Flyer-XDE40	Cummins B diesel/BAE Hybrid	2023	40' 102"	36
4200-4231	32	0	New Flyer-XE40	Battery Electric Bus-Cummins electric drive	2024-2026	40' 102"	33
4300-4304	5	0	New Flyer-XE40	Battery Electric Bus-Cummins electric drive	2025	40' 102"	36
4305-4387	0	83 on order	New Flyer-XE40	Battery Electric Bus-Cummins electric drive	For 2027	40' 102"	36
Total	1115	2					

All active buses are air-conditioned, wheelchair accessible, and equipped with cameras and passenger counters

Bus Assignments as of 08/23/2026

Albany St. Garage-120 buses
(garage located at 421 Albany St., Boston)
100 2023-New Flyer hybrid: 3200-3299
20 2008 New Flyer: 0840, 0845, 0846, 0851, 0853, 0856, 0860, 0861, 0862, 0863, 0864, 0869, 0870, 0872, 0880, 0885, 0886, 0888, 0900, 0901

Arborway Garage-120 buses

(garage located at 3600 Washington St., Jamaica Plain)
120 2016/2017-New Flyer CNG: 1600-1719

Cabot Garage-205 buses
(garage located at 275 Dorchester Ave., South Boston)
55 2016/2017-New Flyer CNG: 1720-1774
150 2016/2017-New Flyer hybrid: 1775-1924

Charlestown Garage-260 buses
(garage located at 21 Arlington Ave. Charlestown)
193 2019/2020-New Flyer hybrid: 1925-2087, 2089-2118
30 2020-New Flyer hybrid: 3130-3159
32 2025/2026-New Flyer battery electric: 4200-4231 (will be reassigned to North Cambridge when it opens in late 2026)
5 2025-New Flyer battery electric: 4300-4304 (will be reassigned to new Quincy garage when it opens in 2027)

Fellsway Garage-77 buses
(garage located at 465 Salem St., Medford)
17 2008 New Flyer: 0841, 0843, 0847, 0850, 0852, 0854, 0865, 0868, 0875, 0879, 0883, 0884, 0893, 0895, 0897, 0898, 0899
60 2014/2015 New Flyer hybrid: 1400-1459

Lynn Garage-91 buses
(garage located at 985 Western Ave., Lynn)
1 2019/2020-New Flyer hybrid: 2088
30 2020-New Flyer hybrid: 3100-3129
60 2023-New Flyer hybrid: 3300-3359

Quincy Garage-92 buses
(garage located at 954 Hancock St., Quincy
92 2008 New Flyer: 0756-0799, 0801-0836, 0889, 0890, 0892, 0894, 0902-0909

Southampton St. Garage–141 buses
(garage located at 230 Southampton St. Boston)
21 2008 New Flyer: (winter contingency fleet, maintained at Albany if required): 0837, 0838, 0839, 0848, 0849,0855, 0857 ,0858, 0859, 0866, 0867, 0871, 0874, 0876, 0877, 0878, 0881, 0882, 0887, 0896, 0910
25 2010 New Flyer articulated hybrid: 1200-1224 (for Routes 28 and 39)
44 2016/2017 New Flyer articulated hybrid: 1250-1293 (1250-1272 for Routes 28 and 39, 1273-1293 for Silver Line Washington St. SL4 and SL5)
1 2018 New Flyer articulated hybrid: 1294 (can operate on all Silver Line routes)
5 2019 New Flyer articulated battery: 1295-1299 (can operate on all Silver Line routes)
45 2022/2023 New Flyer articulated hybrid: 1300-1344 (can operate on all Silver Line routes, 1329-1344 funded by Massport)

Assigned to Paul Revere Transportation for Routes 712/713 Winthrop service-9 buses
(garage located at Eastern Ave. Chelsea)
3 2008 New Flyer: 0842, 0873, 0891
6 2017-New Flyer hybrid: 3000-3005
In addition, Route 714 and Route 716 are operated by DPV Transportation, utilizing their own equipment which are wrapped in MBTA colors but not owned by the MBTA.

Stored Buses-2 buses
2 2008 New Flyer: 0800-At Everett, 0844-at Fellsway

Other Buses (not included in main tables)
Operable vehicles:
2 Instruction Work Buses 2006/2007 New Flyer: 0620, 0621
1 Mobile Job Fair bus 2006/2007 New Flyer: 0666
1 Engineering and Maintenance PPE Work Bus 2006/2007 New Flyer: 0613
1 MBTA Police work bus 2006/2007 New Flyer: 0651

1 2004/2005 Neoplan articulated dual-mode held for possible preservation at Everett: 1120
Historic Buses: 0450, 0451-2004 Neoplan AN440L
Historic Bus: 0309-1994/95 RTS (Midwest overhaul):
Historic Bus: 6069-1966 GMC TDH-5303-awaiting restoration
Historic Bus: 9138-1982 Flyer D901-awaiting restoration
Historic Bus: 2600-a 1957 built GMC TDH-4512, originally Eastern Mass and MBTA 3183-maintained at Everett Shops
25 seat shuttle bus: 6019-2007 Chevrolet chassis/Startrans body
26 seat Railroad Operations work bus: 3234-2016 ex-CATA International

Prototype CNG Artic-training bus #1000: Neoplan articulated prototype bus, numbered 1001, was not upgraded to a production bus. A new production bus, also numbered 1001, was delivered by Neoplan to complete the 44-bus order. The original 1001 was returned to Neoplan in early 2004 and renumbered to #1000, it was returned to the MBTA as a non-revenue, maintenance-training unit. Bus is now at the security training facility at Broadway station as static training equipment, all mechanical equipment has been removed from the bus.

Buses from above lists at Everett for engine or body repairs:
Several New Flyers at any time are also at Everett for body repairs and/or repainting
Active buses at Everett awaiting long-term repair: 1691-A/C unit fire damage, in shop, 1717, 1806-in shop, 1882, 1942, 1973, 2025-in shop

New Buses:
The MBTA has issued an RFP for 160 40-foot hybrid buses with options for 300 additional hybrid buses. Bids are due 05/17/2021. The base order will be delivered in 2023, through 2024. The options can be exercised though 2026. **Update:** On 03/24/2022 the MBTA Board of Directors approved a $157 million contract with New Flyer for 160 buses to be delivered between 2023 and 2024. Pilot bus expected in March 2023, regular deliveries to begin in April 2023 and continue through to October 2023. Will replace 0600-0754. 3200-3359 arrived for testing March-December 23

The MBTA issued another RFP in April 2022 for 45 40-foot battery electric buses with options for 35-415 additional buses (460 total). Bids are due 06/22/22. The option buses include the option to include left-side doors on 35-100 buses. The initial order is expected to be for 45 buses for Quincy and 35 for North Cambridge to be delivered in 2024.
Update: On 07/27/23, the MBTA Board of Directors approved a $119 million contract with New Flyer to purchase 80 40-foot battery-electric buses, 32 with left-side doors for North Cambridge (4200-4231) and 48 standard-door buses for Quincy (4300-4347). Ten pilot buses, five of each type, will be delivered in summer 2024. The remaining 27 left-side door buses will be delivered in 2025 and the remaining 43 standard-door buses in 2026.
Pilot buses will be assigned to Cabot and later Charlestown before moving to permanent assignments at North Cambridge and Quincy.
Update: In July, 2024, it was announced that the MBTA had received a grant award from FTA to fund the purchase of 40 additional electric buses, this will allow the contract to eventually be increased to 120 buses (88 for Quincy and 32 for North Cambridge)
Update: Buses 4200-4204, 4300-4304 at Charlestown, Cabot and Southampton for testing and training (first testing began February 2025). Deliveries of additional 4200s began in October 2025.
Update: on 12/18/25 the MBTA Board of Directors approved a $76 million option with New Flyer for 40 additional 4300-series buses to increase the total order to 120 (32 4200s and 88 4300s). The remaining 4300s will be delivered in 2027, all will be assigned to the new Quincy garage.
Update: Bus 4300 entered revenue service at Charlestown Garage 01/06/26

New Flyer overhaul programs:
2008 New Flyer D40LF buses (0755-0909) overhauled by Midwest Bus 2017-2020
2010 New Flyer DE60LFR buses (1200-1224) overhauled by Northeastern Bus Rebuilders 2021-2023

New Flyer 1400-1459 overhaul program:
The MBTA has requested bids to overhaul 60 New Flyer XDE40 buses (1400-1459) with bids due 02/25/2021. The contact includes options through 2022 to later overhaul 156 additional buses (1775-1924 and 3000-3005). Update: On 05/26/2022, the MBTA Board approved a $36.5 million contract with Midwest bus to overhaul the 1400s between 2022 and 2023. Pilot buses 1410, 1419, 1426 sent to Midwest 07/2022. 1404, 1412, 1424, 1435, 1437, 1439, 08/22, 1449, 1455 09/22, 1401, 1425, 1441, 1450 07/23 1414-10/23, 1418-11/23, 1403-12/23, 1400-01/24, 1405, 1457-02/24, 1427, 1443-03/24, 1421, 1423, 1431, 1436 - 04/24, 1429, 1440-06/24. 1452, 1454, 1459-07/24, 1402, 1411, 1446-08/24, 1416,1430, 1433-09/24, 1447-10/24, 1406, 1413, 1432, 1434, 1451, 1458-11/24, 1422, 1438, 1448, 1456-12/24, 1408, 1409-01/25, 1407, 1417, 1442, 1445-02/25, 1415, 1444, 1453-03/25, 1420, 1428-04/25
Buses completed: 1400-1413, 1415-1459
1414 requires additional work and is still at Midwest Bus

New Flyer 1775-1924, 3000-3005 overhaul program
On 02/25/2025, the MBTA Board of Directors approved a $102 Million contract with Midwest Bus to exercise the full option to overhaul 156 additional buses (1775-1924 and 3000-3005). The first bus from the option contract will be sent by summer 2025 once the last 1400 has been sent out and return by September 2025. The completion of the overhaul of all 156 buses is targeted by September 2027.
Buses shipped to Midwest: 04/25: 1912, 3000 05/25: 1858, 1878, 3003, 06/25: 1810, 1843, 1916 07/25: 1808, 1898 08/25: 1836, 1870, 09/25: 1891, 3004 10/25: 1778 11/25: 1818, 12/25: 1827, 3001, 3005 01/26: 1826, 1837, 1869, 1890; 02/26: 1780, 1785, 1892, 1923 03/26: 1782, 1814, 1877, 1887, 3002 04/26: 1783, 1788, 1799, 1804, 1857 05/26: 1840, 1873, 1879, 1907 06/26: 1807, 1833, 1888, 1896, 1910, 1914, 1915, 07/26: 1775, 1786, 1787, 1803, 1866, 1911 08/26: 1801, 1834, 1841, 1901, 1922
Buses returned overhauled: 1778, 1780, 1782, 1783, 1785, 1788, 1799, 1804, 1808, 1810,1814, 1818, 1826, 1827, 1836, 1837, 1840, 1843, 1857, 1858, 1869, 1870, 1873, 1877, 1878, 1879, 1887, 1890, 1891, 1892, 1898, 1907, 1910, 1912, 1914, 1915, 1916, 1923, 3000, 3001, 3002, 3003, 3004, 3005

New Flyer 1600-1774 CNG overhaul program
The MBTA has requested bids to overhaul 60 of the 1600-1774 series CNG New Flyer buses, with options to overhaul up to 175 total. Bids are due 01/17/2025. Everett Shops is also overhauling part of the CNG fleet.
Update 10/23/25: MBTA announced that all 175 CNG buses will be overhauled in-house at Everett Shops:
CNG buses with engines overhauled at Everett Shops to date:

1600, 1601, 1603, 1606, 1608, 1611, 1613, 1614, 1615, 1619, 1620, 1622, 1623, 1624, 1625, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1636, 1637, 1639, 1642, 1644, 1645, 1646, 1649, 1655, 1659, 1661, 1664, 1667, 1669, 1671, 1672, 1673, 1697, 1674, 1675, 1676, 1682, 1684, 1686, 1687, 1689, 1690, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1701, 1702, 1704, 1706, 1707, 1708, 1709, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1721, 1722, 1726, 1729, 1730, 1731, 1733, 1736, 1741, 1748, 1753, 1754, 1757, 1760, 1761, 1762, 1765, 1768, 1772, 1772, 1773 ,1774

See All-time inventory below for disposition information of 1985-1989 built RTS buses, 1994-1995 built RTS buses, the 1976 Flyer trackless trolleys, and 1999-2006 built low-floor buses

Bus Routes by Garage as of 06/14/2026

Albany St. and Cabot

Weekday service can operate from either garage on any route, evening and weekend service all provided by Cabot:
01, 04, 07, 08, 09, 10, 11, 15, 16, 17, 18, 19, 22, 23, 28-(early morning trips), 43, 44, 45, 47, 55, 57, 59, 60, 65, 66, 85, 171, 191, 193, 501, 504, 505, 553, 554, 556, 558, 708(CT3)
(Route 16 will be transferred to Arborway Garage 09/06/26)
Peak vehicle requirement is 80 buses from Albany and 135 buses from Cabot

Arborway

14, 21, 24, 26, 29, 30, 31, 32, 33, 34, 34E, 35, 36, 37, 38, 40, 41, 42, 50, 51, 52, 192
(Routes 24, 26, and 33 will be transferred to Quincy Garage 09/06/26)
Peak vehicle requirement is 83 buses

Charlestown-Charlestown district and Fellsway Garage

Weekday service can now operate from either garage on any route, evening and weekend service all provided by Charlestown:
89, 90, 91, 92, 93, 94, 95, 96, 97, 99, 100, 101, 104, 105, 106, 108, 109, 110, 111, 112, 131, 132, 134, 137, 194, 354, 411, 430

Charlestown-Bennett/Somerville district

61, 62, 64, 67, 68, 69, 70, 71, 73, 74, 75, 76, 77, 78, 80, 83, 86, 87, 88, 350, 351

Peak vehicle requirement for both districts from Charlestown garage combined is 183 buses (101 Somerville/Bennett and 82 Charlestown)
Peak vehicle requirement for Fellsway Garage is 54 buses

Lynn

114, 116, 119, 120, 121, 424, 426, 428, 429, 435, 436, 439, 441, 442, 450, 451, 455, 456
Peak vehicle requirement is 74 buses

Quincy

201, 202, 210, 211, 215, 216, 217, 220, 222, 225, 226, 230, 236, 238, 240, 245
Peak vehicle requirement is 55 buses

Southampton

16-(some weekday trips, most trips from Cabot), 28, 39, 741-(SL1), 742-(SL2), 743-(SL3), 746-(Waterfront), 749-(SL5), 751-(SL4)
Peak vehicle requirement is 64 total (46 hybrid buses and 18 extended range hybrid or battery buses)

All Time Inventory of MBTA equipment:

Surface Cars purchased 1903-1959, light rail cars 1976-present

(Extensive fleet of closed and open cars built prior to 1903 is not shown here, but is chronicled in the books *Streetcars of Boston Volume 1 and Volume 2* by O. R. Cummings)

Car numbers	Quantity	Type	Builder	Year-Built	Electrical	Year car from group last ran	notes
23, 33, 54, 404, 407, 414, 419, 447, 449, 450, 451, 454, 457, 459, 462, 463, 464, 466, 467, 468, 536, 707	22	26 1/2 Closed Car	Laconia	1903	GE	1930	
469, 470, 472, 474, 475, 479, 529, 538, 542, 544, 547, 549, 552	13	26 1/2 Closed Car	Newburyport	1903	GE	1930	475 preserved at Seashore
553, 554, 555, 562, 570, 580, 581, 582, 584, 586, 588, 589, 616, 701, 719, 726, 727, 849, 1006, 1008, 1035, 1376, 1393, 1394	25	26 1/2 Closed Car	Kuhlman	1903	GE	1930	
5000	1	Experimental	BERy	1905	GE	1915	
5001-5040	40	Type 1	Brill	1905	GE	1931	
5041-5090	50	Type 2	Brill	1906	GE, except 5047, 5048, 5050, 5052, 5054-WH	1928	5055, 5060, 5071 converted to Compressor Cars, preserved at Seashore
5091-5190	100	Type 3	St. Louis	1907-08	GE	1931	5106, 5138, 5154, 5159 and 5164 preserved at Seashore as Snow Plows , 5122 sold to Webster Museum and later scrapped
5191-5240	50	Type 4	Laconia	1911	WH	1951	
5241-5265	25	Type 4A	Osgood-Bradley	1912	WH	1949	
5266-5290	25	Type 4A	St. Louis	1912	WH	1951	
5291-5330	40	Type 4A2	Laconia	1913	GE	1951	
5331-5365	35	Type 4A2	St. Louis	1913	GE	1951	
5366-5465	100	Type 4A3	Jewett	1914	WH	1950	
5466-5475	10	Type 4A4	Wason	1916	GE	1929	trucks and motors from destroyed Type 2s
4000	1	Articulated #1	BERy	1912	WH	1921	Manufactured by splicing 2 20ft cars built in 1890s with new articulated section.
4001	1	Articulated #2	BERy	1913	GE	1917	Manufactured by splicing 2 20ft cars built in 1890s with new articulated section.
4002-4032	31	Articulated #3-4	BERy	1913	GE	1923	Manufactured by splicing 2 20ft cars built in 1890s with new articulated section.
4033-4049	17	Articulated #3-4	BERy	1914	GE	1923	Manufactured by splicing 2 20ft cars built in 1890s with new articulated section.
4050-4068	19	Articulated #3-4	BERy	1915	GE	1923	Manufactured by splicing 2 20ft cars built in 1890s with new articulated section.
4200-4205	6	Articulated #5	BERy	1915	GE	1925	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.
4206	1	Articulated #6	BERy	1915	GE	1923	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.
4207-4253	47	Articulated #6	BERy	1915	GE	1925	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.

4254-4279	26	Articulated #7	BERy	1916	GE	1925	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.
4280-4309	30	Articulated #7	BERy	1917	GE	1924	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.
4310-4321	12	Articulated #8	BERy	1919	GE	1924	Manufactured by splicing 2 25ft cars built in 1890s with new articulated section.
7000-7074	75	Center-Entrance Trailer #1	Brill	1915	non-powered	1944	
7075-7099	25	Center-Entrance Trailer #1A	Laconia	1915	non-powered	1937	
7100-7124	25	Center-Entrance Trailer # 1-B	Brill	1916	non-powered	1937	
7125-7154	30	Center-Entrance Trailer #1-C	Brill	1916	non-powered	1937	
7155-7174	20	Center-Entrance Trailer #1-D	Laconia	1916	non-powered	1944	
7175-7224	50	Center-Entrance Trailer #1-E	Kuhlman	1918	non-powered	1937	
6000-6049	50	Center-Entrance Motor #1	Brill	1917	GE	1945	
6050-6099	50	Center-Entrance Motor #1A	Laconia	1917	GE	1945	
6100-6199	100	Center-Entrance Motor #1B	Kuhlman	1918	GE	1953	6131 at Seashore
6200-6299	100	Center-Entrance Motor #1B	Kuhlman	1918	WH	1953	6270 at Seashore
6300-6329	30	Center-Entrance Motor #1C	Laconia	1920	GE	1945	6309 at Seashore, scrapped for parts 2006
6330-6404	75	Center-Entrance Motor #1D	Kuhlman	1920	GE	1940	
9001	1	Birney #1	American	1918	GE	1928	
9002-9081	80	Birney #1A	Brill	1920	GE	1929	Body of unknown ex-BERy Birney on display in Curitiba Brazil
5500-5599	100	Type 5	Brill	1922	GE	1959	
5600-5629	30	Type 5	Brill	1923	GE	1958	
5630-5659	30	Type 5A	Laconia	1923	WH	1959	5645 at Warehouse Point
5660-5679	20	Type 5 A-1	Brill	1923	WH	1957	
5680-5699	20	Type 5 A	Laconia	1923	WH	1958	
5700-5749	50	Type 5 A-1	Brill	1924	WH	1959	5706 owned by BSRA, 5734 owned by Seashore leased to MBTA
5750-5779	30	Type 5 A-2	Bradley	1923	WH	1959	
5780-5804	25	Type 5 A	Laconia	1923	WH	1958	
5805-5829	25	Type 5-B	Brill	1924	GE	1958	5821 at Seashore
5830-5849	20	Type 5 B1	Laconia	1924	WH	1953	
5850-5854	5	Type 5 B2	Bradley	1925	WH	1953	
5855-5860	6	Type 5 B1A	Laconia	1925	GE	1954	
5861-5910	50	Type 5 C	Brill	1925	GE	1958	
5911-5935	25	Type 5 C1	Laconia	1926	GE	1956	
5936-5960	25	Type 5 C2	Wason	1926	GE	1957	
5961-5970	10	Type 5 D	Laconia	1928	GE	1954	

4207, 4227, 4230, 4234, 4252, 4254, 4258, 4261, 4264, 4276	10	4200 (Ex-Eastern Mass, acquired with Chelsea division in 1936	Laconia	1917	GE	1938	
4305-4306, 4310, 4313, 4316, 4318, 4321, 4322, 4328, 4330, 4332, 4335, 4336, 4338, 4339, 4341, 4342, 4349, 4351-4353, 4355, 4356, 4357, 4360, 4362, 4363, 4365, 4368, 4372, 4373, 4375, 4376, 4379, 4380, 4392, 4393, 4395, 4399	39	4300 (Ex-Eastern Mass, acquired with Chelsea division in 1936	Laconia	1918	GE	1947	
4400-4414	15	(Ex-Eastern Mass 7000s, acquired with Chelsea division in 1936	Bradley/Wason	1927	GE	1950	4400 (ex 7005) at Seashore
5037, 5057, 5074, 5086, 5181, 5194, 5229	7	Birney (Ex-Eastern Mass, acquired with Chelsea division in 1936	Brill	1920	GE/WH	1937	
3001	1	Queen Mary PCC	St. Louis	1937	GE	1950	
3002-3021	20	Tremont PCC	Pullman-Standard	1941	WH	1980	3003-Warehouse Point 3019-Seashore
3022-3071	50	Wartime PCC	Pullman-Standard	1944	WH	1984	3037, 3069 -Seashore
3072-3096	25	Wartime PCC	Pullman-Standard	1945	WH	Present	3087-in service 3083- Seashore 3093- Old Thrashers, IA, resold to Gomaco for parts 2002
3097-3146	50	Wartime PCC	Pullman-Standard	1944	GE	1982	3099- Seashore, later scrapped 3100-Warehouse Point 3122- Seashore, ;later scrapped 3127- Seashore
3147-3171	25	Wartime PCC	Pullman-Standard	1945	GE	1981	3158, 3164, 3166 3168, 3171 to Tandy for parts in 1978, 3166 used to make new car for Tandy
3172-3196	25	Wartime PCC	Pullman-Standard	1945	GE	1982	3174- Seashore 3177, 3178 3196 to Tandy for parts in 1978

3197-3221	25	All-Electric PCC	Pullman-Standard	1946	GE	1978	3221- Seashore 3204, 3214, 3216 to Trolley Museum of NY, 3214 and 3216 later scrapped,
3222-3271	50	Wartime PCC	Pullman-Standard	1945/46	WH	Present	3230, 3234, 3238 3254, 3260, 3263 3265, 3268 in service 3226-At Old Thrashers, IA, resold to Gomaco for parts 2002 3235, 3269 to Keokuk Jct. resold To IRM for parts/scrapped 3229, 3242, 3244, 3246 3247, 3252, 3255, 3256, 3259, 3261, 3266, 3267, 3270, 3271- Vintage Electric
3272-3321	50	Picture-Window PCC	Pullman-Standard	1951	GE	1986	3295-preserved by MBTA 3274, 3292 -Seashore 3306, 3309 Warehouse Point 3299, 3303 3321- Brooklyn Electric, 3299, 3321 later moved to Shelburne Falls TM 3285-Vintage Electric
3322-3346	25	Dallas PCC acquired from Dallas in 1958-59	Pullman-Standard	1945	WH	1981	3323-Middletown&Hummelstown Ry-later scrapped 2025 3326-Vintage Electric 3327, 3328 , 3331 , 3332, 3338 , 3340 , 3342 , 3343, 3344- Seashore 3329-Age of Steam Dallas (later scrapped) 3333-Warehouse Point 3334- McKinney Ave-Dallas-later scrapped 3322, 3325, 3337, 3341, 3345, 3346-to Gomaco for parts
3400-3543	144	Standard LRV	Boeing-Vertol	1976-78	Garret	2007	3535-3543 built 1978, delivered 1983 3541 to U. S. Army 2000 3417, 3448, and 3453 converted to work cars, scrapped 2020. 3424 to Seashore 2009
3600-3649	50	Type 7	Kinki-Sharyo	1986	WH	Present	
3650-3699	50	Type 7	Kinki-Sharyo	1987	WH	Present	
3700-3719	20	Type 7	Kinki-Sharyo	1997	Adtranz	Present	
3800-3894	95	Type 8	Breda	1998-2008	Adtranz	Present	Original order was for 100 cars, only 95 completed. 5 incomplete shells owned by MBTA for parts
3900-3923	24	Type 9	CAF	2018-2019	Melco	Present	

Chronology of Type 8 events

January 31, 1998-Pilot car 3800 was delivered; non-revenue tests began 03/02/98.
March 24, 1999-Type 8s enter revenue service on Riverside line.
November 21 1999-Type 8s removed from service because of poor braking performance, the active fleet consisted of 5 cars when the fleet was withdrawn
April 27, 2000-Type 8s returned to revenue service on Riverside, Commonwealth, and Beacon St. lines
July 12, 2000-Type 8s removed from service following several derailments on Riverside line, the active fleet consisted of 7 cars when the fleet was withdrawn.
April 26, 2001-Type 8s return to service on Commonwealth Ave line following track improvements.

August 20, 2001-Type 8s removed from service following three derailments (two in the subway, one on Commonwealth Ave.), the active fleet consisted of 17 cars when the fleet was withdrawn.

March 22, 2003-Type 8s return to service on Commonwealth Ave. following track improvements and changes to both wheel and track profiles.

May 31, 2003-Type 8s removed from service following derailment of 3846 at Hynes Convention Center station. Type 8s however returned to service the following Monday (06/02/03). Media reports indicated a washer, part of the stub-axle assembly on the center truck, was loose resulting in the wheel of the right #3 axle of 3846 leaving the rail. Type 8 fleet returned to service on 06/02/03 after inspections, and "only" two other cars were found to have the same problem. Later in the week by Friday 06/06/03 additional inspections took place and there were no Type 8s spotted in service on Friday 06/06/03 or Saturday 06/07/03. Cars were back in service on 06/08/03.

December 11, 2003-Revenue operation of Type 8s on Beacon St. resumed for first time since July 2000.

March-June 2004: No Type 8s were accepted during this period, accepting new cars for service resumed in June. No additional cars were delivered after March. Multiple reliability problems continued.

July/August 2004: Cars 3801, 3815, and 3817 were delivered. These were the first cars delivered since March 2004.

August 20, 2004-Type 8s began operating to North Station and began operating in revenue service for the first time on E Heath St.-Huntington Ave. service. Cars can now operate in regular service on all lines except D Riverside. Operation of Type 8s on D Riverside line will require the completion of additional track repair work. Cars can make non-revenue moves between Reservoir and Riverside carhouses.

August 22, 2004-Cars 3806 and 3841 derailed at Northeastern outbound. All trucks on both cars left the rail. The center truck of the lead car (3806) came onto the platform. Derailment occurred after only 2.5 days of Type 8 operation on Huntington Ave. line. The initial incident occurred just after 11:00 AM and the press reported one non life-threatening injury to a passenger. Rerailing effort lasted into the evening. Car 3841 derailed a second time at Park St. station while being towed to Reservoir carhouse for initial post-accident inspection and investigation. Cars were restricted to service on Commonwealth Ave. only after this derailment.

September 2004-Acceptance of cars stopped after 3864 entered service.

October 28, 2004-Car 3827 derailed at the turn-back beyond North Station under the Fleet Center.

December 12,2004-In a Boston Globe article, the MBTA announced that they were halting the contract with Breda because of poor car reliability and a lack of response from Breda to correct problems. No more cars were to be delivered beyond the 40 accepted cars, 5 unaccepted production cars, and the original two pilot cars. The MBTA will work directly with suppliers to modify 10 cars to improve reliability as part of a pilot program to modify and retain these 47 cars. The article suggested that if problems cannot be resolved with Breda, then the MBTA could be interested in negotiating a new contract with another builder, possibly Kinki-Sharyo, to buy enough additional new cars required to retire the Boeing fleet. It was not certain if the possible new order would be for a new low-floor design or for more Type 7s. Ordering Type 7s would require using wayside lift or ramp devices as the permanent, rather than interim, means of wheelchair access. The last Type 8 cars delivered were in August 2004, while no additional cars have been accepted since September 2004. The article also stated it was unclear if the Type 8s could ever run in revenue service on the Riverside line again because of the higher operating speeds and the possibility of derailments.

April 2005-Car 3869 was accepted, remaining unaccepted cars already on MBTA property are expected to be accepted.

October 2005: The number of cars to be modified has been increased from 10 to 20, later increased to 42.

Cars modified to improve reliability: 3802, 3803, 3804, 3805, 3806, 3808, 3809, 3810, 3811, 3812, 3813, 3814, 3816, 3819, 3820, 3821, 3822, 3823, 3824, 3825, 3827, 3834, 3840, 3841, 3846, 3847, 3854, 3855, 3857, 3858, 3859, 3861, 3862, 3863, 3864, 3866, 3867, 3868, 3869, 3870, 3875

November 2005: Car 3874 was delivered to the MBTA, the first new Type 8 delivered since August 2004. The MBTA has apparently reached a compromise agreement with Breda to accept a total of 85 Type 8s. The shells of the remaining 15 incomplete cars may also be acquired by the MBTA for parts. Regular deliveries and acceptance testing are expected to resume.

December 2005: The MBTA officially announced the agreement with Breda to accept a total fleet of 85 cars. Deliveries are expected to be completed by January 2007.

January 31. 2006: Type 8 operation on Beacon St. resumed.

December 30, 2006: Type 8 operation to Heath St. resumed for first time since brief operation in 2004, Type 8 service to Lechmere resumed for first time since 2000.

mid-2007: MBTA reached agreement to complete 10 out of the remaining 15 car shells. Total fleet to reach 95 with deliveries of the 10 cars starting in August 2007 and completed by January 2008. 5 shells to remain at Everett shops as spares to repair any future damaged cars. Parts of one shell used to repair 3807.

December 1, 2008: Type 8 revenue operation on the Riverside line resumed for the first time since July 2000.

Type 8s accepted for service by year (delivered same year, unless noted):

1999 (5 cars): 3802-(delivered 1998), 3803-(delivered 1998), 3804, 3805, 3808

2000 (2 cars): 3811, 3812 (both cars delivered in 1999)

2001 (12 cars): 3807-(delivered 1999), 3810-(delivered 1999), 3813-(delivered 1999), 3814-(delivered 1999), 3816, 3820-(delivered 2000), 3821, 3822-(delivered 2000), 3834, 3840, 3846, 3847

2002: No cars were delivered or accepted

2003 (10 cars): 3819-(delivered 2001), 3823-(delivered 2001), 3824-(delivered 2001), 3825-(delivered 2001), 3827-(delivered 2001), 3841-(delivered 2001), 3854, 3855, 3863, 3867

2004 (11 cars): 3806-(delivered 1999), 3809-(delivered 1999), 3857, 3858, 3859, 3861, 3864, 3866, 3868-(delivered 2003), 3870, 3875

2005 (3 cars): 3862-(delivered 2004), 3869-(delivered 2004), 3874

2006 (30 cars): 3815-(delivered 2004), 3817-(delivered 2004), 3818, 3828, 3829, 3830, 3831, 3833, 3837, 3842, 3843, 3844, 3845, 3848, 3849, 3850, 3851, 3852, 3853, 3856, 3865-(delivered 2004), 3871, 3872, 3873, 3876, 3877, 3878, 3879, 3880, 3881

2007 (12 cars, all delivered in 2006 unless noted): 3800-(Original pilot car, delivered in 1998, returned to Breda in 1999), 3801-(second test car, first delivered in 1998, returned to Breda 1999, delivered again 2004), 3826, 3832, 3835, 3836, 3838, 3839, 3860, 3882, 3883, 3884

3807, original car accepted in 2001 and damaged in a derailment in August 2001, a new 3807 entered service in 2007. The car was built using parts from unfinished body shells. The sections of the original 3807 are stored at Everett.
2007/2008-10 additional cars: 3885, 3886, 3887, 3888, 3889 ,3890, 3891, 3892, 3893, 3894

Disposition of Boeing LRVs by year

Scrapped 1987 (14 cars): 3401, 3403, 3410, 3426, 3436, 3443, 3452-a/3459-b, 3454-a/3478-b, 3478-a/3536-b, 3492-a/3487-b, 3509, 3512, 3513-a/3499-b, 3532
Scrapped 1988 (5 cars, these five cars were returned to Boeing in 1979, became their property, and were returned to the MBTA as stripped shells to be used for parts in 1983):
3428, 3431, 3471, 3494, 3505
Scrapped 1991 (8 cars): 3402, 3409, 3459-a/3492-b, 3467, 3479, 3487-a/3452-b, 3502, 3504
Scrapped 1992 (20 cars): 3400, 3404, 3405-a/3491-b, 3408, 3419, 3425, 3430, 3433, 3438-a/3445-b, 3450, 3465, 3466, 3474, 3475, 3486, 3497, 3521, 3522, 3536-a/3454-b, 3537
Scrapped 1994 (7 cars): 3406(ex 3460), 3414, 3427, 3464(ex 3527), 3482, 3508, 3540
Shipped 1995/96 to Morrison-Knudsen to supply parts for rehab program (4 cars): 3434, 3460(ex 3406), 3524, 3527(ex 3464)
Scrapped 1997 (9 cars): 3435, 3456, 3458, 3481, 3506, 3507, 3525, 3528, 3529
Scrapped 1998 (7 cars): 3412, 3455, 3470, 3472, 3484, 3501, 3518
Scrapped 1999 (8 cars): 3418, 3442, 3449, 3463, 3469, 3519, 3531, 3539
Scrapped 2005 (3 cars): 3421, 3538, 3543
Sold for scrap December 2005 (12 cars): 3407, 3415, 3416, 3422, 3440, 3447, 3477, 3488. 3489, 3495, 3530, 3533
Sold for scrap May 2006 (14 cars): 3411, 3413, 3420, 3432, 3441, 3444, 3473, 3476, 3483, 3490, 3503, 3511, 3516, 3534
Sold for scrap April 2007 (14 cars): 3429, 3445 (3445-A/3438-B), 3446, 3451, 3457, 3461, 3462, 3496, 3498, 3510, 3515, 3517, 3523, 3535
Scrapped September/October 2011 (8 cars): 3423, 3437, 3439, 3491 (3491-A/3405-B), 3493, 3500, 3526, 3542
3541 donated to U.S Army for training in 2000
3424 to Seashore 2009
Sold June 2010 to U.S. Gov at Pueblo CO: 3468, 3480, 3485, 3499 (3499-A/3513-B), 3514, 3520
3417, 3448, and 3453 were converted to work cars and are listed in the work car section, all scrapped 2020
Last revenue run was cars 3485 and 3499 on March 16, 2007.

Main Line EL (Orange Line) Inventory

#s	Quantity	Type	Builder	Year Built	Electrical	Year last car from group operated	Notes
01-033	33	#1	Wason	1899	GE	1928	
034-078	45	#1	St. Louis	1899	GE	1928	
079-0100	22	#1	Bradley	1899	GE	1928	
0101-0150	50	#1	Wason	1903	GE	1928	
0151-0174	24	#2	St. Louis	1904	GE	1928	
0175-0219	45	#3	Pressed Steel	1906	GE	1933	0210 at Seashore
0220-0239	20	#4	Pressed Steel	1911	GE	1933	
0240-0264	25	#5	A.C.F	1914	WH	1957	
0265-0294	30	#6	Pressed Steel	1914	WH	1957	
0295-0336	42	#7	Pressed Steel	1917	GE	1958	
0337-0401	65	#8	Pressed Steel	1921	WH	1958	
0901-0975	75	#9	Laconia	1927	WH	1962	
0976-01000	25	#10	Wason	1928	GE	1962	0986, 0996, 0997, 01000 at Seashore
01100-01199	100	#11	Pullman-Standard	1957/58	GE	1981	01178, 01179 at Seashore
01200-01319	120	#12	Hawker-Siddeley	1979-1981	GE	2022	
1400-1551	152	#14	CRRC	2018-2025	MELCO	In service	Four unnumbered pilot cars delivered in 2017 and returned. Replaced by new production cars and the pilot shells were scrapped by CRRC

Cambridge-Dorchester Subway (Red Line) Inventory

#s	Quantity	Type	Builder	Year Built	Electrical	Year last car from group operated	Notes
0600-0639	40	#1 Cambridge-Dorchester	Standard Steel	1911	WH	1963	
0640-0659	20	#2 Cambridge-Dorchester	Laconia	1912	WH	1963	
0660-0694	35	#3 Cambridge-Dorchester	Pressed Steel	1919	WH	1963	
0695-0754	60	#4 Cambridge-Dorchester	Bradley	1928	WH	1963	0709, 0719, 0749, 0753, 0754 at Seashore
01400-01445	46	#5 Cambridge-Dorchester	Pullman-Standard	1963	GE	1994	
01446-01491	46	#5 Cambridge-Dorchester	Pullman-Standard	1963	WH	1994	01450/01455 at Seashore 01469/01470, 01477/01480 in work car service-scrapped in 2025
01500-01523	24	#1 Red Line	Pullman-Standard	1969-70	WH	in service	rebuilt 1985-88
01600-01651	52	#1 Red Line	Pullman-Standard	1969-70	WH	in service	rebuilt 1985-88 except 01604/05 wrecked 1975, scrapped 2011
01700-01757	58	#2 Red Line	UTDC	1987-89	WH	in service	
01800-01885	86	#3 Red Line	Bombardier	1993-4	GE	in service	
1900-2151	252	#4 Red Line	CRRC	2019-2027	MELCO	on order/in service	

East Boston Tunnel (Blue Line) Inventory

#s	Quantity	Type	Builder	Year Built	Electrical	Year last car from group operated	Notes
0500-0539	40	#1	Pullman	1923	GE	1980	0501/0506 at East Troy WI -later scrapped 0512/0513 at Seashore
0540-0547	8	#2	Pullman	1924	GE	1980	0546/0547 at Seashore
0548-0587	40	#3	St. Louis	1951	WH	1980	0559/0562 at Seashore
0600-0669	70	#4	Hawker-Siddeley	1978-80	GE	2009	0622/0623 at Seashore, 0652/0653 to US DOT at Pueblo 0616/0617 at Broadway training facility
0700-0793	94	#5	Siemens	2008-2009	Siemens	In service	

Disposition of #4 cars 2008-2012
Last attempted revenue use was 11/02/09 with cars 0606/0607-0612/0613
Sold for scrap and removed 11/08-04/09 (46 cars): 0620/0621, 0624/0627, 0625/0626, 0628/0629 through 0650/0651, 0654/0655 through 0668/0669
Cars 0622/0623 to Seashore 2009
Cars 0652/0653 sold to U.S Gov @ Pueblo and removed July 2010
Cars 0602/0603 and 0604/0605 assigned to work motor duty June 2010, removed early 2012.
Cars 0600/0601-0614/0615, 0618/0619 (18 cars) scrapped and removed 07/2012.
Cars 0616/0617 remain on property and were moved 09/12 to new security training facility at Broadway station as static training equipment. Most mechanical equipment has been removed from the cars.

Disposition of #12 cars 2022-2024
MBTA awarded Costello Dismantling the contract to scrap all 120 cars in four groups of 30.
72 removed September 2022-January 2023:
01200/01201 through 01258/01259, 01262/01263, 01266/01267, 01268/01269, 01270/01271, 01274/01275, 01316/01317
48 removed March 2024-July 2024: *(cars last operated in revenue service in August 2022, but were considered active for maintenance purposes until April 2023)*

01260/01261, 01264/01265, 01272/01273, 01276/01277, 01278/01279, 01280/01281, 01282/01283, 01284/01285, 01286/01287, 01288/01289, 01290/01291, 01292/01293, 01294/01295, 01296/01297, 01298/01299, 01300/01301, 01302/01303, 01304/01305, 01306/01307, 01308/01309, 01310/01311, 01312/01313, 01314/01315, 01318/01319
Note: Car 01263 was original car 01281 and car 01281 was original car 01263. Car 01296 was original car 01258 and car 01258 was original car 01296.

Trolley Bus Inventory

Numbers	Quantity	Builder	Year-Built	Electrical	Year last in group retired	Notes
8001-8003	3	Pullman-Standard	1936	GE	1952	
8004-8006	3	Pullman-Standard	1936	WH	1953	
8007	1	Pullman-Standard	1936	GE	1952	
8008-8032	25	Pullman-Standard	1936	GE	1954	
8033-8037	5	Pullman-Standard	1937	GE	1953	
8101-8102	2	Pullman-Standard	1937	GE	1954	
8103-8112	10	Pullman-Standard	1937	WH	1954	
8113-8117	5	Pullman-Standard	1938	GE	1959	Equipped with left-side doors
8118-8122	5	Pullman-Standard	1938	WH	1959	Equipped with left-side doors
8123-8127	5	Pullman-Standard	1938	WH	1959	Equipped with left-side doors
8128-8132	5	Pullman-Standard	1938	WH	1956	
8133-8150	18	Pullman-Standard	1938	GE	1956	
8151-8153	3	Pullman-Standard	1939	WH	1956	
8154-8155	2	Pullman-Standard	1939	GE	1959	Equipped with left-side doors
8156-8190	35	Pullman-Standard	1941	WH	1961	
8200-8204	5	Twin Coach	1937	WH	1953	Equipped with left-side doors
8300-8314	15	Pullman-Standard	1943	GE	1961	
8315-8329	15	Pullman-Standard	1943	WH	1961	
8330-8341	12	Pullman-Standard	1947	WH	1963	
8342-8354	13	Pullman-Standard	1947	GE	1963	
8355-8368	14	Pullman-Standard	1948	WH	1963	8361 preserved at Seashore Trolley Museum
8369-8392	24	Pullman-Standard	1949	WH	1963	
8393-8429	37	Pullman-Standard	1948	GE	1963	
8430-8450	21	Pullman-Standard	1949	WH	1963	
8451-8455	5	Pullman-Standard	1949	WH	1964	
8456-8482	27	Pullman-Standard	1948	GE	1963	
8483-8512	30	Pullman-Standard	1951	GE	1977	Equipped with left-side doors 8490 preserved at Seashore 8483 and 8488 at Warehouse Point

8513-8519	7	Pullman-Standard	1951	GE	1977	Rebuilt with left-side doors in 1958
8520-8542	23	Pullman-Standard	1951	WH	1977	Rebuilt with left-side doors in 1958
8543-8572	30	Pullman-Standard	1951	WH	1964	
8573-8579	7	Pullman-Standard	1949	GE	1964	Ex-United Transit Company, Providence. Purchased in 1952
8580-8594	15	Pullman-Standard	1949	GE	1964	Ex-United Transit Company, Providence. Purchased in 1952
8595-8610	16	Pullman-Standard	1948	GE	1964	Ex-United Transit Company, Providence. Purchased in 1952
8700-8724	25	ACF-Brill	1950	GE	1964	
4000-4049	50	Flyer	1976	GE	2008	Equipped with left-side doors 4013, 4028 to Seashore 2007 (4013 later scrapped), 4049 to Seashore 2008, 4037 to Branford 2009, 4006 to Seashore 2010
4101-4128	28	Neoplan	2004	Skoda	2022	Equipped with left-side doors, 4104 to Seashore, 4110 to IRM
1101-1132	32	Neoplan	2004/2005	Skoda	2023	Articulated dual-mode buses, 1125-1132 owned by Massport and had luggage racks 1120 held

Dispositions of 1976 built Flyer trackless 4000-4049

Sold to Seashore Trolley Museum August 2010 (1 trackless trolley)
4006

Sold for scrap to D & H Auto Salvage, Lynn MA September 2009 (4 trackless trolleys):
4014, 4016, 4024, 4034

Sold to Shore Line Electric Railway, Branford CT May 2009 (1 trackless trolley): 4037

Sold to McConnell Enterprises for scrap-06/2008
31 trackless trolleys
4015, 4030-scrapped from Everett
4001, 4003, 4004, 4005, 4007, 4008, 4009, 4010, 4011, 4012, 4017, 4019, 4021, 4023, 4025, 4026, 4029, 4031, 4033, 4035, 4036, 4038, 4039, 4040, 4041, 4042, 4044, 4046, 4047-scrapped at Billerica (29 TTs)

Sold to Seashore Trolley Museum December 2008 (1 trackless trolley)
4049

Retired prior to 2008
4013 and 4028 to Seashore 2007, 4013 later scrapped
4002, 4020, 4032, 4043, 4045, 4048-scrapped 2004
4000, 4018, 4022, 4027-scrapped 2000

Bus Inventory

Gasoline and diesel buses purchased new by Boston Elevated Railway (sorted by year built)

#	quantity	Builder	Model	Year Built	Notes
300	1	MACK	AB	1922	
400-403	4	WHITE	50	1922	
301-311	11	MACK	AB	1923	
404-419	16	WHITE	50	1923	
320-325	6	MACK	AB	1924	
420-424	5	WHITE	50	1924	
425-436	12	WHITE	50A	1924	
500	1	YELLOW COACH	Z-L210	1924	
600	1	FAGEOL	C	1924	
200, 201	2	REPUBLIC	RKMB	1925	
202-219	18	INTERNATIONAL	54M	1925	

326-356	31	MACK	AB	1925	
437-466	30	WHITE	50A	1925	
501-504	4	YELLOW COACH	Z-L210	1925	
601	1	FAGEOL	Deluxe	1925	
100	1	SAFEWAY	61	1926	double-decker, later cut-down to single-deck
220-224	5	INTERNATIONAL	54M	1926	
357-387	31	MACK	AB	1926	
467-478	12	WHITE	50A	1926	
479-496	18	WHITE	50B	1926	
505-514	10	YELLOW COACH	Z-L210	1926	
515-519	5	YELLOW COACH	ZAF	1926	
520-522	3	YELLOW COACH	Z	1926	
388, 390	2	MACK	AB	1927	
392, 393	2	MACK	AB	1927	Built new as Gas Electric 1300 and 1301, converted later to conventional gas
498	1	WHITE	DeLuxe	1927	
523-524	2	YELLOW COACH	Z	1927	
1200, 1201	2	VERSARE	6HC35	1927	Gas electric, first unibody, rear engine purchase, 1200 and 1201 were ex 910 and 911.
1600	1	ACF	GE	1927	Gas electric
497	1	WHITE	DeLuxe	1928	
499	1	WHITE	50B	1928	
800	1	WHITE	54 Deluxe	1928	
900-905	6	TWIN COACH	MODEL 40	1928	first metropolitan style pan-cake engine purchase
1000-1014	15	TWIN COACH	MODEL 40	1928	gas-electric
1202-1214	13	VERSARE	6HC35	1928	gas-electric
1601-1611	11	ACF	H-3	1928	
1612-1616	5	ACF	H-3	1929	gas-electric
389	1	MACK	AB	1929	
391	1	MACK	BK	1929	
610-614	5	ACF	H-7	1929	
801, 802	2	WHITE	54A	1929	
906-919	14	TWIN COACH	MODEL 40	1929	
525	1	YELLOW COACH	Z8M	1930	
615-651	37	ACF	H-7	1930	642-677 left-side door equipped
700		MACK	6BT-3S	1930	Loaned from Mack
920-941	22	TWIN COACH	MODEL 40	1930	
652-694	43	ACF	H-7	1931	642-677, 678-691 left-side door equipped
695	1	ACF	H-10	1931	
942-947	6	TWIN COACH	MODEL 40	1931	
550	1	YELLOW COACH	704	1932	
560-564	5	YELLOW COACH	708	1932	
701-710	10	MACK	6BT-3S	1932	
948-964	17	TWIN COACH	MODEL 40	1932	964 preserved at Seashore
110-119	20	MACK	CL-35	1933	
230-234	5	YELLOW COACH	711	1933	
551-554	4	YELLOW COACH	705	1933	
565-569	5	YELLOW COACH	718	1933	
602-609	8	ACF	H-7	1933	
850-855	6	WHITE	685	1933	
965-970	6	TWIN COACH	MODEL 40	1933	
120-129	10	MACK	CL-35	1934	
555-559	5	YELLOW COACH	708	1934	
570-572	3	YELLOW COACH	718	1934	
711-718	8	MACK	6BT-3S	1934	
856-874	19	WHITE	685	1934	
1300-1306	7	TWIN COACH	MODEL 37-R	1934	
1620-1629	10	ACF	H-9S	1934	
235-237	3	YELLOW COACH	728	1935	
573-574	2	YELLOW COACH	718	1935	

575-579	5	YELLOW COACH	731	1935	
875-877	3	WHITE	685	1935	
1100-1103	4	MACK	CT-3S	1935	
1307-1315	9	TWIN COACH	MODEL 37-R	1935	
1316-1318	3	TWIN COACH	MODEL 37-R	1935	
1319-1323	5	TWIN COACH	MODEL 40-R	1935	
1324-1328	5	TWIN COACH	MODEL 37-R	1935	
1400-1434	35	MACK	CT-3S	1935	
1630-1641	12	ACF	H-9S	1935	
580-584	5	YELLOW COACH	731	1936	
1104-1113	10	MACK	CQ-3S	1936	
1426-1434	9	MACK	CT-3S	1936	
1500-1504	5	WHITE	686	1936	
1646-1650	5	ACF	H-16S	1936	
1700-1714	15	ACF	H-17S	1936	
2201	1	TWIN COACH	MODEL 40-R(DE)	1936	Diesel-electric
1435-1439	5	MACK	CT-3S	1937	
1651-1669	19	ACF	H-9S	1937	1660-1669 retrofitted with left-side doors WW2
1901	1	FORD	MODEL 70	1937	
2101-2102, 2111-2120	12	YELLOW COACH	736	1937	Diesel-electric
2202-2205	4	TWIN COACH	MODEL 40-R(DE)	1937	Diesel-electric
2206	1	TWIN COACH	MODEL 37-R(DE)	1937	Diesel-electric
2207-2208	2	TWIN COACH	MODEL 40-R(DE)	1937	Diesel-electric
1440-1459	20	MACK	CT-3S	1938	
1510	1	WHITE	788	1938	
1669	1	ACF	H-9S	1938	
1715-1724	10	ACF	H-17S	1938	
1902, 1903	2	FORD	81B	1938	
1904	1	FORD	91B	1938	
2150, 2151	2	YELLOW COACH	740	1938	Diesel
2301, 2302	2	MACK	CT-4D(DE)	1938	Diesel-electric
2350, 2351	2	MACK	CT-4D(D)	1938	Diesel-electric
1329-1334	6	TWIN COACH	MODEL 41-G	1939	
1460-1468	9	MACK	CT-3S	1939	
1511-1525	15	WHITE	788	1939	
1642-1645	4	ACF	H-9S	1939	left-side door equipped
1670-1684	15	ACF	H-16S	1939	
1725-1739	15	ACF	36-S	1939	
1905	1	FORD	09B	1939	
1951	1	REO	348TD	1939	
1335-1339	5	TWIN COACH	MODEL 41-G	1940	
1469-1478	10	MACK	CT-3S	1940	
1526-1540	15	WHITE	788	1940	
1685-1689	5	ACF	H-16S	1940	
1740-1744	5	ACF	36-S	1940	
1800-1825	26	ACF	H-9S	1940	left-side door equipped
1971-1975	5	YELLOW COACH	TGM 3602	1940	
750, 751	2	MACK	CM-3G	1940	
130-140	11	MACK	LD-3G	1941	
1340-1343	4	TWIN COACH	41G	1941	
1466-1478	13	MACK	CT-3S	1941	
1541-1559	19	WHITE	788	1941	
1745-1749	5	ACF	36-S	1941	
1976-1980	5	YELLOW COACH	TGM3602	1941	
1344-1350	7	TWIN COACH	MODEL 41-G	1942	
141-145	5	MACK	LD-3G	1942	
1830-1854	25	ACF	41-S	1942	
1906-1915	10	FORD	29B	1942	
1981-1985	5	YELLOW COACH	TGM 3606	1942	

1351-1353	3	TWIN COACH	41G	1943	
146-152	7	MACK	LD-3G	1943	
1560-1566	7	WHITE	798	1943	first 35-Foot
1567-1576	10	WHITE	798	1944	
1916-1925	10	FORD	29B	1944	
1986-1992	7	YELLOW COACH	TGM 3609	1944	
1577-1586	10	WHITE	788	1945	
1926-1930	5	FORD	29B	1945	
1993-2002	10	YELLOW COACH	TGM 3609	1945	
1508, 1509	2	WHITE	788	1946	1508 preserved at Seashore
1587-1593	7	WHITE	788	1946	
1931-1944	14	FORD	29B	1946	
1945-1950	6	FORD	69B	1946	
2003-2012	10	YELLOW COACH	TGM 3609	1946	
2030-2044	15	YELLOW COACH	TGH 3609	1946	first auto-transmission
2400-2456	57	BRILL	C-36 (M)	1946	

Purchased used from Rawding Bus Lines in 1938 (some were ex BERy)

1-4	4	Republic	
5-11, 13, 14, 16, 19, 21-22	13	Mack	AB
20, 23-25	4	White	50B

Buses bought new by MTA

#	Quantity	Builder	Model	Year Built	Notes
1354		Twin Coach	41S	1947	Demonstrator, later returned
1594-1599	6	WHITE	788	1947	
2013-2029	17	YELLOW COACH	TGM 3610	1947	
2457-2471	15	BRILL	C-36 (M)	1947	
2472-2491	20	BRILL	C-36 (H)	1947	
2800-2809	10	WHITE	788	1947	
760-779	20	MACK	C-41GT	1947	
780-799	20	MACK	C-41GT	1948	788 preserved at Seashore
1952		REO	37C	1948	Demonstrator, later returned
2492-2526	35	BRILL	C-36 (H)	1948	
2700-2719	20	MACK	C-41GT	1948	2715-2719 left-side door equipped
2810-2824	15	WHITE	788	1948	2824 preserved at Seashore
1355		Twin Coach	41S	1949	Demonstrator, later returned
2600-2634	35	GMC	TDH 4509	1950	first large diesel order and large 35 ft order
2635-2669	35	GMC	TDH 4509	1951	
2900-2929	30	WHITE	1144	1951	last gasoline engine order, 2915-2929 left-side doors 2918 preserved at Seashore
2100-2124	25	GMC	TDH 5104	1952	First 40 ft order
2125-2129	5	GMC	TDH 5106	1953	first air suspension order
2200-2204	5	MACK	C-45DT	1953	
2130-2141	12	GMC	TDH 5106	1954	
2205-2234	30	MACK	C-49DT	1954	first 102 inch wide order
2142-2196	55	GMC	TDH 5105	1955	
2235-2249	15	MACK	C-49DT	1955	
2250-2299	50	MACK	C-49DT	1956	
2300-2349	50	GMC	TDH 5105	1956	
100-129	30	MACK	C-49DT	1958	
2350-2379	30	GMC	TDH 5105	1958	
500-549	50	GMC	TDH-4516	1960	first new-look order, extra wide rear doors

200-324	125	GMC	TDH-5301	1962	No standee windows
5000-5149	150	GMC	TDH-5303	1963	No standee windows

Buses acquired used in 1965 by MBTA from the Connecticut Company for lease to the Middlesex & Boston

560-569	10	GMC	TDH-4517	1961

(Ex-Connecticut Co. #s) 560-(2026), 561-(2050), 562-(2051), 563-(2052), 564-(2053), 565-(2055), 566-(2056), 567-(2058), 568-(2059), 569-(2060)

Bus 562 was damaged operating for the M&B, and was returned to service as an MBTA bus in 1970. All 10 buses in this group were leased to Rapid Transit Inc. of Winthrop in 1972 after the M&B shut down. In 1976, the buses were displaced at Rapid Transit by 7500 series buses leased from the MBTA. A few of the 560s were pressed into MBTA service at Albany St. garage in 1977/1978, operating in Rapid Transit Inc colors.

Buses acquired by MBTA with the purchase of the Eastern Mass. St. Railway in April 1968

#	Quantity	Builder	Model	Year Built	Notes
3387-3399	13	GMC	TDH-4007	1945	ex-PSCT
3400	1	GMC	TDM-4007	1945-6	ex-PSCT
414-424	11	GMC	TDH-4007	1945-6	ex-Union St.
425-439	15	GMC	TDH-4008	1946	ex-Union St.
1262, 1263, 1265-1272, 1274	11	GMC	TDH-3207	1947	ex-Union St.
3302-3305, 3307-3308, 3310-3318, 3320-3321, 3344, 3346, 3347, 3349, 3350, 3352, 3353, 3356, 3357, 3362, 3364, 3369-3371, 3373-3376, 3378-3380, 3382-3386	43	GMC	TDH-4008	1947	ex-PSCT
3325, 3328, 3331, 3335, 3336, 3338, 3341, 3343, 3401-3418	26	GMC	TDM-4008	1947	ex-PSCT
440-442	3	GMC	TDH-4008	1948	ex-Union St.
2805, 3101	2	MACK	C-45DT	1947	3101 ex-Mack demo, 2805 converted to diesel from gas bus
1318-1320, 1322	4	GMC	TDH-4509	1951	ex-Portland ME
3188-3197	10	GMC	TDH-4509	1951-2	ex-Intertown Suburban
3164-3168	5	GMC	TDH-4512	1953	ex-Intertown Suburban
3159-3161	3	GMC	TDH-4512	1954	ex-Jamestown MCC
3153-3157	5	GMC	TDH-4512	1955	ex-Austin TC
3169-3175	7	GMC	TDH-4512	1955	ex-Austin TC
3201	1	MACK	C-47DT	1956	ex demo bus
3202-3241	40	MACK	C-47DT	1957	built new for Eastern Mass.
3102-3152	51	GMC	TDH-4512	1957	built new for Eastern Mass
3179-3185	7	GMC	TDH-4512	1957	ex-City Bus Company Oklahoma City 3183 preserved as bus 2600 by MBTA at Everett
3158, 3162, 3163	3	GMC	TDH-4512	1958	ex Jamestown MCC
3176-3178	3	GMC	TDH-4512	1958	ex-Jamestown MCC
3501-3506, 3508-3517, 3520-3528, 3531-3534, 3536-3544, 3546-3548	41	GMC	TDH-5302	1961	built new for Eastern Mass, only new-looks purchased by Eastern Mass. 3524 was preserved at Seashore, scrapped 2023

Eastern Mass. notes.

The buses listed with original ownership as other than Eastern Mass were purchased used by the Eastern Mass. in the early to mid 1960s, to replace gas buses.

The 1200 and 1300 series were numbered in the 200 and 300 series as operated by the Eastern Mass. The MBTA renumbered them by adding a 1 in front of the old number (thus 262 became 1262, etc.). This was done to avoid conflicts with the 1962 built MTA 200-324 series buses.

Nine of the 3501-3550 series TDH-5302s were sold by the Eastern Mass. to other carriers prior to the MBTA acquisition. Two (3549 and 3550) were sold to Short Line in 1965 when they acquired the Eastern Mass Fall River division and seven (3507, 3518, 3519, 3529, 3530, 3535, and 3545) were sold to Westchester St. Transportation 3550 is now owned by the Seashore Trolley Museum.

3219, 3303, 3310, 3316, 3369, 3375, 3379, and 3386 were already in storage at the time of purchase by the MBTA and never ran in revenue service for the MBTA.

Buses acquired in 1975 from Service Bus Lines

#	Quantity	Builder	Model	Year Built	Notes
6678	1	GMC	TDH-4517	1961	
6681, 6682	2	GMC	TDH-4519	1963	
6683, 6684	2	GMC	TDH-4519	1964	
6685, 6686	2	GMC	TDH-4519	1966	A/C
6689	1	GMC	TDH-4519	1967	A/C
6691-6692	2	GMC	TDH-4521	1969	A/C

The Service Bus Lines buses were renumbered by the MBTA into the 6600 series as follows: 6678 ex 6178, 6681-6682, ex 6381-6382, 6683-6684 ex 6483-6484, 6685-6686 remained the same, 6689 ex 6789, 6691-6692, ex 6991-6992. Bus 6178 (serial 954) was built new for Eastern Airlines for employee shuttles and sold at a later date to Service Bus Lines.

Buses bought new by MBTA

#	Quantity	Builder	Model	Year Built	Notes
6000-6129	130	GMC	TDH-5303	1966	first air-conditioned order, extra-wide rear doors 6105-6119 equipped with high-speed transmissions, for express bus service 6069-Seashore Trolley Museum, resold back to MBTA 2020
6500-6544	45	GMC	TDH-4519	1966	A/C, wide rear doors 6505 donated to Center for Tech Ed. Quincy 6515 donated to Shawsheen Tech School-Billerica 6514-sold to Central Jersey Bus
2826		Wayne		1966	Demonstrator, returned
6130-6219	90	GMC	TDH-5303	1967	A/C, wide rear doors 6169 preserved at Seashore 6197, ex Police Bus, sold city of Medford 1998, resold Ryan Family Farm NY 2018
6545-6579	35	GMC	TDH-4519	1967	A/C, wide rear doors
10-29	20	GMC/WARD	SCHOOL BUS	1970	School Buses
6300-6329	30	GMC	T6H-5305	1970	A/C, wide rear doors
7500-7529	30	GMC	T6H-4521	1970	A/C
7000-7039	40	FLXIBLE	111-CD-D51	1970	A/C, upholstered seats for express bus service
7050-7099	50	FLXIBLE	111-CD-D061	1972	A/C upholstered seats for express bus service
7200-7364	165	FLXIBLE	111-CD-D051	1972	A/C
7600-7684	85	FLXIBLE	111-DD-D051	1972	A/C
7900-7909	10	TWIN COACH	TC-25	1973	A/C, mini-buses
7100-7149	50	FLXIBLE	53096-8-1	1975	A/C upholstered seats for express bus service
7365-7439	75	FLXIBLE	53096-6-1	1975	A/C
9200-9287	88	AM GENERAL	9640B-8	1976	A/C
9700-9739	40	AM GENERAL	9635B-6	1976	A/C
9000-9049	50	AM GENERAL	9640B-8	1978	first buses since 1966 without A/C
9300-9339	40	AM GENERAL	9640B-8	1978	
6400-6424	25	GM-CANADA	T6H-5307N	1979	upholstered seats for express bus service
5200-5299	100	GM-CANADA	T6H-5307N	1980	5202, 5247 sold to MDC 5243, 5258 sold to Dept. of Corrections 5257 sold to Rhode Island Motor Coach
5700-5726	27	GM-CANADA	T6H-4523N	1980	

9100-9183	84	FLYER	D901	1982	9138 preserved at Seashore, resold back to MBTA in 2024 9100 and 9170 owned by New England Shelter for Homeless Vets, 9170 later sold to Seashore and 9100 scrapped
9400-9483	84	FLYER	D901	1982	wheelchair-lift equipped, 9427 later renumbered to 9185 after lift removed. 9471 retained by MBTA as Public Safety Support Unit, to Seashore 2016
8400-8499	100	GMC	T80 604 (RTS)	1985	8400 to Seashore 2007
8500-8599	100	GMC	T80 604 (RTS)	1985	8545 to Command Post service 1999-scrapped 2020, 8547 sold to MDC 2001, 8564 sold to Dept Public Safety 2002
8600-8689	90	GMC	T80 606 (RTS)	1986/7	
8700-8789	90	GMC	T80 606 (RTS)	1986	
8800-8899	100	TMC	T80 206 (RTS)	1989	Built new without A/C, retrofitted with A/C in 1992
8900-8969	70	TMC	T80 206 (RTS)	1989	Built new without A/C, retrofitted with A/C in 1992 Upholstered seats for express bus service ,8903 to Seashore 2007
8000-8029	30	TMC	T70 606 (RTS)	1989	Built new without A/C, retrofitted with A/C in 1992 Last 35 ft buses purchased by MBTA
0001-0250	250	TMC/NovaBUS	T80 206 (RTS)	1994/5	First buses since 1976 built-new with A/C, The order took place during transition of TMC to Nova Bus ownership of RTS production line, 0138 last TMC built bus, 0139-first Nova Bus built. 0119 converted to MBTA Police bus in 2007, retired 2018 0215 converted to sleet scrapper for trackless lines in 2007, 0267 and 0291 converted to sleet scrappers in 2008, all three scrapped 2026 0018 converted to mobile classroom training bus 2018, scrapped 2026
0251-0400	150	NovaBUS	T80 206 (RTS)	1995	0309 held as historic bus 2018, 0390 to Vets Training program 2017
5000-5001	2	Orion	Orion VI hybrid	1999	Diesel-electric hybrid, low-floor bus
6000-6001	2	New Flyer	C40LF	1999	CNG low-floor bus
6002-6016	15	New Flyer	C40LF	2001	CNG low-floor bus (delivered 2001, entered service 2002)
1001-1044	44+1 training bus	Neoplan	AN460LF	2003	Low-floor, articulated CNG buses. Neoplan delivered a prototype 1001 which never entered revenue service and was later replaced by a production unit #1001. Original 1001 converted to maintenance training bus #1000. 1044 delivered after other buses in series in 2004.
2001-2124	124	NABI	40LF	2003	CNG low-floor
2125-2299	175	NABI	40LF	2004	CNG low-floor
0401-0593	193	Neoplan	AN440L	2004/05	low-floor Order was to be for 260 buses, but reduced to 193 after Neoplan shut-down. In addition to the 193 production buses, one stripped-down pilot bus and one incomplete shell were given to the MBTA for parts. 0450 and 0451 held as commuter rail emergency shuttles
0600-0754	155	New Flyer	D40LF	2006-2007	low-floor, 0620 and 0621 converted to ice-cutters in 2020, 0666 converted to mobile job fair bus in 2023, 0699, 0701, 0709 transferred to VTA in 2023, 0613 converted to PPE work bus 2024
0755-0909	155	New Flyer	D40LF	2008	Active low-floor, 0755 renumbered 0910 in 2020
1200-1224	25	New Flyer	DE60LFR	2010	Active low-floor articulated hybrid
1400-1459	60	New Flyer	XDE40	2014	Active low-floor hybrid
5002	1	El Dorado-National	H-40 Axess	2016	FTA Hydrogen Fuel Cell test bus, operated 11/2016-02/2018
1600-1774	175	New Flyer	XN40	2016-2017	Active low-floor CNG
1775-1924, 3000-3005	156	New Flyer	XDE40	2016-2017	Active low-floor hybrid
1250-1293	44	New Flyer	XDE60	2016-2017	Active low-floor, articulated hybrid
1294	1	New Flyer	XDE60	2018	Active low-floor, articulated hybrid

1295-1299	5	New Flyer	XE60	2019	Active low-floor articulated battery
1925-2118	194	New Flyer	XDE40	2019-2020	Active low-floor hybrid
3100-3159	60	New Flyer	XDE40	2020	Active low-floor hybrid
1300-1344	45	New Flyer	XDE60	2022-2023	Active low-floor hybrid articulated
3200-3359	160	New Flyer	XDE40	2023	Active low-floor hybrid
4200-4231	32	New Flyer	XE40	2025-2026	Active low-floor battery
4300-4304	5	New Flyer	XE40	2025	Active low-floor battery

Dispositions of 1985-1989 built RTS buses

8545-converted to command post 1998, scrapped 2020
8547-Sold to MDC-2001
8564-Sold to Department of Public Safety-2002
8443 and 8493 sold to NIMCO for scrap 2003
8428, 8437, 8438, 8492, 8542, 8560, 8618, 8767, 8003, 8005, 8006, 8828- NIMCO paid to remove for scrap-2003

Sold to R. W. Davis of Keene NH for Scrap November 2004 (revised list, includes additional buses sold late 2005)-148 buses (most removed from property (Billerica and Everett) in late 2004/early 2005, additional buses removed from Albany St. fall 2005):
8401, 8404, 8414, 8415, 8423, 8425, 8429, 8430, 8431, 8433, 8434, 8435, 8436, 8439, 8441, 8444, 8445, 8446, 8449, 8450, 8451, 8453, 8455, 8458, 8460, 8464, 8466, 8471, 8472, 8476, 8478, 8480, 8489, 8490, 8494, 8501, 8502, 8505, 8508, 8509, 8513, 8514, 8517, 8524, 8528, 8532, 8533, 8534, 8538, 8544, 8548, 8552, 8553, 8554, 8555, 8556, 8557, 8558, 8559, 8561, 8562, 8572, 8573, 8574, 8575, 8577, 8580, 8582, 8583, 8586, 8587, 8588, 8589, 8590, 8591, 8593, 8594, 8595, 8601, 8602, 8604, 8613, 8614, 8616, 8621, 8622, 8623, 8625, 8626, 8627, 8630, 8635, 8636, 8640, 8641, 8642, 8645, 8652, 8654, 8658, 8661, 8663, 8671, 8682, 8683, 8685, 8687, 8688, 8701, 8702, 8705, 8706, 8707, 8708, 8709, 8710, 8712, 8713, 8729, 8730, 8732, 8733, 8734, 8737, 8738, 8743, 8746, 8749, 8763, 8764, 8766, 8769, 8775, 8778, 8782, 8783, 8784, 8787, 8788, 8809, 8813, 8815, 8831, 8837, 8842, 8862, 8865, 8875

Sold to Midwest Bus Corp September 2005: 8872, 8882

Sold to Metals Recycling Inc. for scrap-September 2005 (280 buses):
8001, 8002, 8004, 8007, 8009, 8012, 8019, 8024, 8025, 8026, 8402, 8403, 8405, 8406, 8407, 8408, 8409, 8410, 8411, 8412, 8413, 8416, 8417, 8418, 8419, 8420, 8421, 8422, 8424, 8426, 8427, 8432, 8440, 8442, 8447, 8448, 8452, 8454, 8456, 8457, 8459, 8461, 8462, 8463, 8465, 8467, 8468, 8469, 8470, 8473, 8474, 8475, 8477, 8479, 8481, 8482, 8484, 8485, 8486, 8487, 8488, 8491, 8495, 8496, 8497, 8499, 8500, 8503, 8504, 8506, 8507, 8510, 8511, 8512, 8515, 8516, 8518, 8519, 8520, 8521, 8522, 8523, 8525, 8526, 8527, 8529, 8530, 8531, 8535, 8536, 8537, 8539, 8540, 8541, 8543, 8546, 8549, 8550, 8551, 8563, 8565, 8566, 8567, 8568, 8569, 8570, 8571, 8579, 8581, 8584, 8585, 8592, 8596, 8597, 8598, 8599, 8600, 8603, 8605, 8606, 8607, 8608, 8609, 8610, 8611, 8612, 8615, 8617, 8619, 8620, 8624, 8628, 8629, 8631, 8632, 8633, 8634, 8637, 8638, 8639, 8643, 8644, 8647, 8648, 8649, 8650, 8651, 8653, 8655, 8656, 8657, 8659, 8660, 8662, 8664, 8665, 8666, 8667, 8668, 8669, 8670, 8673, 8674, 8675, 8676, 8677, 8678, 8679, 8681, 8684, 8686, 8689, 8700, 8703, 8704, 8711, 8714, 8715, 8716, 8717, 8718, 8719, 8720, 8721, 8722, 8723, 8724, 8725, 8726, 8727, 8728, 8731, 8735, 8736, 8739, 8740, 8742, 8744, 8745, 8747, 8748, 8750, 8751, 8752, 8753, 8754, 8755, 8756, 8757, 8758, 8759, 8761, 8762, 8803, 8805, 8806, 8811, 8817, 8818, 8819, 8820, 8823, 8824, 8826, 8829, 8834, 8835, 8838, 8839, 8840, 8841, 8843, 8844, 8846, 8847, 8848, 8849, 8851, 8854, 8855, 8856, 8857, 8858, 8859, 8860, 8861, 8863, 8864, 8867, 8869, 8870, 8873, 8878, 8883, 8884, 8887, 8888, 8890, 8892, 8900, 8902, 8905, 8908, 8910, 8919, 8923, 8924, 8928, 8931, 8941, 8943, 8944, 8945, 8946, 8954, 8956, 8957, 8961, 8965, 8969

Sold to Seashore Trolley Museum March/April 2006: 8400, 8903

Sold to Advanced Recycling, Concord NH for scrap June 2006-2 buses
8850, 8930

Sold to NIMCO Newark NJ for scrap June 2006-97 buses
8000, 8008, 8013, 8015, 8016, 8017, 8020, 8023, 8027, 8028, 8029, 8483, 8498, 8576, 8578, 8646, 8672, 8680, 8741, 8760, 8765, 8768, 8770, 8771, 8772, 8773, 8774, 8776, 8777, 8779, 8780, 8785, 8786, 8789, 8800, 8801, 8804, 8807, 8808, 8810, 8814, 8821, 8822, 8825, 8827, 8830, 8832, 8833, 8836, 8845, 8852, 8853, 8866, 8871, 8879, 8880, 8881, 8889, 8891, 8893, 8897, 8898, 8901, 8904, 8906, 8911, 8912, 8913, 8916, 8917, 8918, 8921, 8922, 8925, 8926, 8929, 8932, 8933, 8934, 8935, 8936, 8937, 8938, 8939, 8942, 8947, 8948, 8951, 8953, 8955, 8958, 8959, 8960, 8962, 8963, 8964, 8968

Sold to D & H Auto Salvage Lynn, May 2007-30 buses:
8010, 8011, 8014, 8018, 8021, 8022, 8802, 8812, 8816, 8868, 8874, 8876, 8877, 8885, 8886, 8894, 8895, 8899, 8907, 8909, 8914, 8915, 8920, 8927, 8940, 8949, 8950, 8952, 8966, 8967

Sold to McConnel Enterprises for scrap-06/2008 : 8781
Sold to Prolerized Northeast of Everett MA for scrap 05/09: 8896

Dispositions of 1994-95 built RTS buses

0001-0400 series overhaul programs status:

0001-0400 series RTS buses overhauled by Midwest Bus 2004-2005 (125 buses overhauled, overhaul included installation of Luminator signs and Lift-U lifts)
0002, 0008, 0010, 0018, 0019, 0024, 0026, 0033, 0034, 0037, 0046, 0048, 0050, 0064, 0066, 0070, 0071, 0072, 0075, 0076, 0078, 0080, 0083, 0084, 0086, 0090, 0091, 0092, 0093, 0096, 0108, 0109, 0113, 0116, 0120, 0134, 0139, 0141, 0150, 0160, 0171, 0173, 0175, 0176, 0181, 0194, 0197, 0199, 0217, 0227, 0233, 0237, 0240, 0242, 0244, 0259, 0262, 0267, 0268, 0271, 0274, 0275, 0278, 0279, 0283, 0287, 0289, 0291, 0293, 0296, 0297, 0298, 0302, 0303, 0305, 0308, 0309, 0310, 0315, 0316, 0317, 0319, 0320, 0321, 0322, 0324, 0326, 0328, 0331, 0332, 0334, 0340, 0352, 0353, 0356, 0360, 0362, 0363, 0364, 0366, 0367, 0369, 0370, 0372, 0374, 0375, 0377, 0378, 0379, 0380, 0381, 0382, 0383, 0384, 0385, 0386, 0387, 0388, 0389, 0390, 0392, 0393, 0394, 0396, 0398

0001-0400 series buses overhauled by Everett Shops 2005-2006 (97 buses overhauled, overhaul included installation of new Lift-U wheelchair lifts (unless noted), buses in this group also have Twin Vision signs installed..
0004, 0031, 0051, 0052, 0057, 0060, 0077, 0081, 0087, 0089, 0102, 0104, 0106, 0114, 0118, 0125, 0127x, 0129, 0138, 0144, 0154, 0161, 0162, 0163, 0165, 0166, 0168, 0169, 0170, 0174, 0178, 0179, 0183, 0184, 0186, 0190, 0191, 0192, 0195, 0201, 0202, 0203, 0205, 0207, 0208, 0209x, 0210, 0211, 0212, 0213, 0214, 0215, 0216, 0219, 0220, 0221, 0222, 0223, 0225, 0226, 0228, 0229x, 0230, 0231, 0234, 0235, 0236, 0238, 0241, 0243, 0245, 0247, 0249, 0251, 0252, 0253, 0255, 0256, 0257, 0258, 0260, 0327, 0329, 0330, 0333, 0335, 0336x, 0338, 0346, 0347, 0349, 0350, 0351, 0354x, 0355, 0365, 0368
x=bus retained original style lifts

0001-0400 series RTS buses overhauled by Everett Shops 2003-2005 (78 buses, retained original style lifts, active buses had Twin Vision signs installed in 2006)
0003, 0007, 0009, 0012, 0022, 0049, 0054, 0062, 0073, 0074, 0082, 0094, 0098, 0099, 0103, 0107, 0111, 0115-(had Lift-U lift), 0122, 0123, 0130, 0132, 0133, 0135, 0136, 0146, 0147, 0148, 0151, 0152, 0158, 0159, 0164, 0167, 0172, 0177, 0180, 0182, 0185, 0187, 0188, 0189, 0193, 0196, 0198, 0204, 0206, 0218, 0224, 0232, 0246, 0261, 0263, 0273, 0280, 0281, 0284, 0286, 0288, 0290, 0292, 0294, 0299, 0300, 0304, 0306, 0311, 0312, 0313, 0314, 0318, 0325, 0345, 0357, 0361, 0391, 0395, 0397

0001-0400 series RTS buses repainted with no additional overhaul work (51 buses, active buses had Twin Vision signs installed in 2006)
0006, 0013, 0017, 0021, 0023, 0025, 0027, 0028, 0029, 0030, 0032, 0036, 0039, 0040, 0056, 0063, 0067, 0069, 0097, 0100, 0112, 0119-(converted to Police Bus 2007), 0126, 0137, 0140, 0142, 0143, 0145, 0149, 0155, 0156, 0250, 0264, 0265, 0266, 0269, 0272, 0276, 0277, 0282-(had Lift-U lift), 0285, 0301, 0339, 0341, 0342, 0343, 0344, 0358, 0359, 0399, 0400

0001-0400 series buses, 49 buses never repainted or overhauled:
0001, 0005, 0011, 0014, 0015, 0016, 0020, 0035, 0038, 0041-(overhauled, but not repainted), 0042, 0043, 0044, 0045, 0047, 0053, 0055, 0058, 0059, 0061, 0065, 0068, 0079, 0085, 0088, 0095, 0101, 0105, 0110, 0117, 0121, 0124, 0128, 0131, 0153, 0157, 0200, 0239, 0248, 0254, 0270, 0295, 0307, 0323, 0337, 0348, 0371, 0373, 0376

RTS Buses from 0001-0400 series retired:

Retired work buses, removed for scrap 05/26
0018, 0215, 0267, 0291

Auctioned for scrap 12/28/2021-Chuckran Auto Parts Bridgewater high bidder-removed winter 2021 (3 buses)
Former Vets Training Bus: 0082, **MBTA Police Bus:** 0119, **Historic bus, parts bus:** 0383

Auctioned for scrap 01/28/2020-Chuckran Auto Parts Bridgewater high bidder-removed 03/20-05/20 (31 buses)
31 1994/1995 RTS (Midwest overhauled): 0002, 0008, 0019, 0034, 0046, 0066, 0072, 0080, 0090, 0092, 0096, 0109, 0150, 0160, 0171, 0173, 0194, 0197, 0303, 0315, 0316, 0319, 0326, 0328, 0356, 0362, 0374, 0375, 0378, 0380, 0392

Transferred 2018 to New England Shelter for Homeless Vets as training bus (1 bus)
0390

Sold to Chuckran Auto Parts Bridgwater MA for scrap 11/2017, removed 01/18-05/18 (22 buses)
20 1994/1995 RTS (Midwest overhauled) 0010, 0075, 0113, 0227, 0262, 0274, 0275, 0293, 0305, 0308, 0320, 0340, 0352, 0360, 0363, 0366, 0382, 0387, 0388, 0394
2 1994/95 RTS (Everett overhauled): 0102, 0205

Sold to Chuckran Auto Parts Bridgwater MA for scrap 09/2016 (8 buses)
1994/1995 RTS (Midwest overhauled): 0076, 0259, 0268, 0278, 0298, 0370, 0377, 0386

Sold for scrap to Schnitzer Steel 01/26/2016 (30 buses)
1994/1995 RTS (Everett overhauled): 0051, 0106, 0129, 0186, 0221
1994/1995 RTS (Midwest overhauled): 0026, 0037, 0050, 0064, 0070, 0071, 0078, 0083, 0093, 0116, 0139, 0175, 0199, 0237, 0240, 0271, 0287, 0310, 0322, 0324, 0332, 0364, 0372, 0381, 0389

Sold to Berwick Iron and Metal Recycling for scrap June 2015 (47 buses)
1994/1995 RTS (Midwest overhauled) 0024, 0033, 0048, 0084, 0086, 0091, 0108, 0120, 0141, 0176, 0181, 0217, 0233, 0242, 0244, 0279, 0283, 0289, 0296, 0297, 0302, 0317, 0321, 0331, 0334, 0353, 0367, 0369, 0379, 0385, 0393, 0396, 0398
1994/1995 RTS (Everett overhauled): 0144, 0147, 0161, 0212, 0219, 0225, 0241, 0257, 0258, 0261, 0284, 0338, 0368
1994/1995 RTS (not overhauled): 0295

Sold to Chuckran Auto Parts Bridgwater MA for scrap 11/09 (36 buses):
1994/1995 RTS
0004, 0012, 0027, 0031, 0077, 0089, 0118, 0127, 0138, 0143, 0162, 0168, 0169, 0174, 0178, 0184, 0185, 0190, 0201, 0213, 0222, 0223, 0231, 0235, 0236, 0238, 0239, 0245, 0247, 0249, 0253, 0260, 0282, 0330, 0346, 0347
1982 Flyer D901s 9100 and 9455 were also scrapped in December 2009 by another scrap contractor.

Sold to Prolerized Northeast of Everett MA for scrap 05/09 (109 buses):
1994/1995 RTS:
0006, 0017, 0025, 0029, 0045, 0052, 0057, 0059, 0060, 0063, 0081, 0087, 0098, 0100, 0111, 0112, 0114, 0115, 0121, 0123, 0125, 0149, 0154, 0155, 0158, 0163, 0164, 0165, 0166, 0170, 0179, 0182, 0183, 0189, 0191, 0192, 0193, 0195, 0202, 0203, 0204, 0207, 0208, 0209, 0210, 0211, 0214, 0216, 0220, 0226, 0228, 0229, 0230, 0234, 0243, 0248, 0250, 0251, 0252, 0255, 0256, 0263, 0264, 0265, 0266, 0269, 0273, 0276, 0277, 0280, 0281, 0285, 0286, 0288, 0290, 0292, 0294, 0299, 0300, 0304, 0306, 0312, 0313, 0318, 0325, 0327, 0329, 0333, 0335, 0336, 0339, 0341, 0342, 0344, 0345, 0349, 0350, 0351, 0355, 0357, 0358, 0359, 0361, 0365, 0391, 0395, 0397, 0399, 0400

Sold to McConnell Enterprises for scrap-06/2008 (104 buses):
1994/1995 RTS (Midwest overhauled): (2 buses) 0134-bus had fire damage, 0384-bus had collision damage
1994/1995 RTS (Everett overhauled or not overhauled): (102 buses) 0001 0003, 0005, 0007, 0009, 0011, 0013, 0014, 0015, 0016, 0020, 0021, 0022, 0023, 0028, 0030, 0032, 0035, 0036, 0039, 0040, 0041, 0043, 0044, 0047, 0049, 0053, 0054, 0055, 0056, 0058, 0061, 0062, 0065, 0067, 0068, 0069, 0073, 0074, 0079, 0085, 0088, 0094, 0095, 0097, 0099, 0101, 0103 0104, 0105, 0107, 0110, 0117, 0122, 0124, 0126, 0128, 0130, 0131, 0132, 0133, 0135, 0136, 0137, 0140, 0142, 0145, 0146, 0148, 0151, 0152, 0153, 0156, 0159, 0167, 0172, 0177, 0180, 0187, 0188, 0196, 0198, 0200, 0206, 0218, 0224, 0232, 0246, 0254, 0272, 0301, 0307, 0311, 0314, 0323, 0337, 0343, 0348, 0354, 0371, 0373, 0376

Sold to New England Shelter for Homeless Vets-June 2008:
0082-(was kept at Charlestown garage)

Retired prior to 2008
0038, 0042, 0157, 0270- NIMCO paid to remove for scrap-2003
0119-converted to Police Bus in 2007
0215 converted to sleet scraper in 2007, 0267 and 0291 converted in 2008.

Dispositions of 1999-2006 built low-floor buses

Incomplete Magnetic Induction Battery Buses:
Two 2001 Nova LFS low-floor bus shells, originally intended to be completed as magnetic induction battery buses by H. R. Ross Industries were stored at Everett for many years. The buses did not have engines. The first bus was scrapped 09/2016 while the second was scrapped 07/2026

Removed fro scrap 05/26:
0711

Transferred to Martha's Vineyard TA 2023:
0699, 0701, 0709

Removed for scrap by Costello Dismantling August 2023-April 2024 (144 buses)
2006/2007 New Flyer:
0600, 0601, 0602, 0603, 0604, 0605, 0606, 0607, 0608, 0609, 0610, 0611, 0612, 0614, 0615, 0616, 0617, 0618, 0619, 0622, 0623, 0624, 0625, 0626, 0627, 0628, 0629, 0630, 0631, 0632, 0633, 0634, 0635, 0636, 0638, 0639, 0640, 0641, 0642, 0643, 0644, 0645, 0646, 0647, 0648, 0649, 0650, 0652, 0653, 0654, 0655, 0656, 0657, 0658, 0659, 0660, 0661, 0662, 0663, 0664, 0665, 0667, 0668, 0669, 0670, 0671, 0672, 0673, 0674, 0675, 0676, 0677, 0678, 0679, 0680, 0681, 0682, 0683, 0684, 0685, 0686, 0687, 0688, 0689, 0690, 0691, 0692, 0693, 0694, 0695, 0696, 0697, 0698, 0700, 0702, 0703, 0704, 0705, 0706, 0707, 0708, 0710, 0712, 0713, 0714,

0715, 0716, 0717, 0718, 0719, 0720, 0721, 0722, 0723, 0724, 0725, 0726, 0727, 0728, 0729, 0730, 0731, 0733, 0734, 0735, 0736, 0737, 0738, 0739, 0740, 0741, 0742, 0743, 0744, 0745, 0746, 0747, 0748, 0749, 0750, 0751, 0752, 0753, 0754

Removed for scrap from Wellington by Costello Dismantling June/July 2023 (93 buses):
62 2004/2005 Neoplan: 0401, 0405, 0408, 0409, 0418, 0420, 0421, 0422, 0423, 0424, 0425, 0427, 0428, 0429, 0431, 0432, 0434, 0435, 0439, 0440, 0441, 0442, 0443, 0454, 0455, 0463, 0464, 0477, 0478, 0493, 0494, 0506, 0508, 0510, 0512, 0513, 0514, 0515, 0516, 0519, 0522, 0523, 0525, 0528, 0530, 0531, 0532, 0533, 0535, 0536, 0539, 0540, 0548, 0550, 0551, 0553, 0558, 0566, 0567, 0569, 0587, 0590
31 2004/2005 Neoplan articulated dual-modes: 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132

1120-held for preservation

Neoplan shells: The body shells of two 40-foot low-floor buses were provided to the MBTA by Neoplan after production ended. These were for spare body parts. One of these was the original pilot bus tested by the MBTA in 2004 as bus “1111” and returned to Neoplan. Neoplan used this bus for parts. These shells were removed for scrap in September 2025.

Sold at auction for scrap to Chuckran Auto Parts Bridgewater MA 02/24/23 (26 coaches removed through spring 23):
26 2004 Neoplan Electric Trolley Buses: 4101-4103, 4105-4109, 4111-4128
4104 to Seashore
4110 to Illinois Railway Museum

Sold at auction for scrap to Chuckran Auto Parts Bridgewater MA 11/09/22 (8 buses removed fall 2022):
8 2004/2005 Neoplan: 0415, 0436, 0480, 0504, 0521, 0524, 0538, 0584

Sold at auction for scrap to Chuckran Auto Parts Bridgewater MA 07/06/21 (39 buses removed summer/fall 2021):
39 2004/2005 Neoplan: 0403, 0404, 0406, 0407, 0410, 0411, 0412, 0414, 0419, 0426, 0430, 0433,,0437, 0438, 0444, 0445, 0447, 0462, 0474, 0486, 0488, 0495, 0498, 0502, 0511, 0518, 0520, 0527, 0529, 0534, 0543, 0544, 0546, 0568, 0571, 0575, 0580, 0591, 0592

Sold at auction for scrap to Chuckran Auto Parts Bridgewater MA 01/26/21 (51 buses removed winter/spring 2021):
51 2004/2005 Neoplan:
0413, 0416, 0448, 0452, 0453, 0460, 0461, 0465, 0467, 0469, 0471, 0472, 0475, 0479, 0481, 0482, 0484, 0485, 0490, 0491, 0492, 0496, 0497, 0499, 0500, 0501, 0505, 0507, 0509, 0526, 0542, 0547, 0549, 0552, 0554, 0556, 0557, 0559, 0560, 0561, 0572, 0573, 0576, 0577, 0578, 0579, 0581, 0583, 0585, 0588, 0593

Sold at auction for scrap to Chuckran Auto Parts Bridgwater MA 12/28/2020 (2 buses, removed winter 2021)
2 2006/2007 New Flyer: 0637-(accident damage), 0732-(interior fire damage)

Sold at auction for scrap to Chuckran Auto Parts Bridgwater MA 07/24/2020 (30 buses, removed summer/fall 2020
30 2004/2005 Neoplan: 0402, 0417, 0446, 0449, 0456, 0457, 0458, 0459. 0466, 0468, 0470, 0473, 0476, 0483, 0487, 0489, 0503, 0537, 0541, 0545, 0555, 0562, 0563, 0564, 0565, 0570, 0574, 0582, 0586, 0589

Sold at auction for scrap to Chuckran Auto Parts Bridgwater MA 07/23/2020 (5 buses, removed summer/fall 2020
2004 NABI CNG: 2192, 2204, 2210, 2227, 2293

Sold to Chuckran Auto Parts Bridgwater MA for scrap (335 buses, removed December 2016-August 2018)
1001-1041, 1043
2001-2033, 2035-2124
2125-2191, 2193-2203, 2205-2209, 2211-2226, 2228-2292, 2294-2299

Sold to Chuckran Auto Parts Bridgwater MA for scrap (17 buses) 09/2016
1999 New Flyer CNG: 6000
2001 New Flyer CNG: 6002, 6003, 6004, 6005, 6006, 6007, 6008, 6009, 6010, 6011, 6012, 6013, 6014, 6015, 6016
An unnumbered Nova LFS shell was also scrapped

Sold for scrap to Schnitzer Steel 01/26/2016 (7 buses)
1999 Orion Hybrid: 5000, 5001
1999 New Flyer CNG: 6001-(expired tanks)
2003 NABI CNG: 2034-(engine fire)
2003 Neoplan articulated CNG: 1042-(articulation damage), 1044-(brake fire damage)
2004/05 Neoplan: 0517-(wreck 09/07)

Commuter Rail

Commuter Rail Equipment acquired from Boston & Maine in 1976

Series	Quantity	Builder	Model	Year Built	Last year a car from this group ran in service.
6100-6105	6	Budd	RDC-1A	1952-53	1989
6112-6115, 6117-6118, 6120, 6122-6129, 6131-6139, 6141, 6143-6149, 6151	33	Budd	RDC-1A	1955	1989
6152-6156	5	Budd	RDC-1B	1956-57	1989
6201-6204, 6206-6211	10	Budd	RDC-2A	1955	1982
6212-6214	3	Budd	RDC-2B	1958	1982
6300-6302	3	Budd	RDC-3A	1952-53	1982
6303-6304, 6306	3	Budd	RDC-3B	1958	1982
6903-6914, 6916-6918, 6921-6924, 6926-6929	23	Budd	RDC-9B	1956	1989
9081	1	Budd	RDC-4B	1957	ex-M & SL/C&O, bought for parts

6114 and 6917 were already stored in wrecked condition when purchased by MBTA, 9081 never ran in service for B&M or MBTA.
6148 was remanufactured by B&M as proto-type conversion to HEP powered control car in 1980. It was retired from passenger service in 1989.
32 B&M RDCs were remanufactured by Morrison-Knudsen in 1982 and converted to HEP BTC-2 trailers and CTC-2 control cars. They were renumbered as follows
400-417: ex 6100, 6102, 6104, 6113, 6115, 6123, 6128, 6129, 6132, 6133, 6135, 6136, 6139, 6141, 6144, 6145, 6147, 6151,
425-430: ex 6300, 6301, 6302, 6303, 6305, 6306
450: ex 6912
1400-1406 (control cabs): ex 6201, 6202, 6203, 6204, 6206, 6207, 6208
1403 was wrecked in 1987, the remaining 31 cars were sold to Virginia Railway Express in 1991 and 1993.

Commuter Rail Cars purchased from Penn Central in 1976

Series	Quanity	Builder	type	Year built	Last year a car from this group ran in service.
42, 46, 67, 70, 72, 75, 77	7	Budd	RDC-1A (ex NH)	1952-53	1989
55	1	Budd	RDC-1A (ex NYC)	1952-53	1982
1637, 1639-1642, 1647, 1649-1651, 1655, 1657, 1659, 1664, 1667, 1668, 1669, 1674, 1681 (note: 1637, 39, 40, 41, 42, 47, 49, 50, 51, 55, and 57 were owned by State of Rhode Island)	18	Pressed Steel/Standard Steel/Pullman	P-70 (ex-PRR)	1926-1928	1979
2244-2245, 2247-2248, 2252-2255, 2261-2263, 2266-2267, 2270, 2280-2282, 2295	18	Pullman-Standard	ex NH American Flyer	1937	1977
2500, 2505-2506, 2508, 2512, 2514, 2517-2518, 2521-2522, 2524, 2527-2528, 2532, 2536-2537, 2547, 2551, 2553-2555, 2560-2563, 2565-2566, 2569-2572, 2574, 2576, 2579-2582, 2589, 2591, 2593, 2596, 2598, (all cars numbered in 2500 series were renumbered from 8600 series by Penn Central) 8601-8604, 8607, 8609-8610, 8613, 8616, 8620, 8621, 8624, 8630, 8639-8640, 8644-8646, 8648, 8650, 8654, 8658, 8662, 8672, 8677, 8679, 8687, 8689, 8690, 8694, 8698, 8701	74	Pullman-Standard	ex-NH Shoreliner 8600 series	1947-48	1988
3704, 3706, 3709, 3712, 3719, 3721 (3709 and 3719 were owned by State of Rhode Island)	6	PRR	ex-PRR rebuilt P-70	1908-16	1979

The following 2500/8600 series coaches were upgraded from steam heat to electric heat in early 1980s: 2505, 2518, 2524, 2554, 2560, 2562, 2569, 2572, 2589, 2591, 2598, 8601, 8603, 8604, 8613, 8620, 8624, 8646, 8648, 8658, 8687, 8695, 8701. These were the cars that ran through 1988, remaining cars in series retired in early 1980s.

Coaches leased from GO Transit in 1978-80: 9825-9833, 9900-9904, 9906, 9908-9914, 9916, 9922-9924, 9926, 9927, 9929-9932, 9934, 9935, 9937-9939, 9941, 9943, 9944-9953

GO cars briefly leased in 1984/85 (returned after 2 fires): 100-101, 103, 105, 107, 1034, 1036, 1037, 1040, 1041, 1042, 1044, 1045, 1049, 1050, 1052, 1065, 1067, 1068, 1072, 1074, 1075, 9827, 9829, 9830, 9832, 9833, 9931, 9932, 9933, 9938, 9939, 9946, 9947, 9948, 9951, 9953, 9956, 9957, 9958, 9959, 9960, 9961, 9962, 9963, 9964, 9966, 9969, 9970, 9971, 9973
Cars 1075 and 9963 were destroyed by fire and were scrapped by the MBTA in Boston

24 Additional RDCs purchased or leased by MBTA 1983-1987:
4 cars: 54, 60, 66, 68 RDC-1B,(ex-CP 9054, 9060, 9066, 9068-4 cars renumbered by removing “90”), built 1956-58, acquired 1983, retired 1989
1 car: 9165 ex SEPTA RDC-2B, built 1956-58, acquired in 1984 for parts
9 cars: 9151, 9152, 9153, 9154, 9157, 9158, 9159, 9161, 9162-RDC-1Bs, built by Budd 1962, acquired from SEPTA in 1985, retired 1989
1 car: 10: ex MARC RDC-1A 9910, acquired 1984, retired 1989
9 cars: 551, 556, 558, 5180, 5185, 5186, 5187, 5188, 5189-RDC-1As leased from New Jersey Transit 1987-88

Coaches purchased new by MBTA

Series	Quantity	Builder	Type	Year built	Status
300-344	45	Pullman-Standard	BTC-1	1978-9	in service, rebuilt as class BTC-1C (see note)
1300-1314	15	Pullman-Standard	CTC-1A	1978-79	in service, rebuilt as class BTC-1C (see note
350-389	40	Bombardier	BTC-1A	1987	In service
500-532	33	Messerschmitt-Bolkow-Blohm GmbH (MBB)	BTC-3	1987-88	In service
1500-1533	34	Messerschmitt-Bolkow-Blohm GmbH (MBB)	CTC-3	1987-88	Stored
600-653	54	Bombardier	BTC-1B	1989-90	In service
1600-1652	53	Bombardier	CTC-1B	1989-90	In service
1700-1724	25	Kawasaki	CTC-4	1990-91	In service
700-749	50	Kawasaki	BTC-4	1990-91	In service
750-766	17	Kawasaki	BTC-4A	1997/98	In service
767-781	15	Kawasaki	BTC-4B	2001/2002	In service
900-932	33	Kawasaki	BTC-4C	2005/2006	In service
800-846	47	Rotem	BTC-4D	2012-2014	In service
847-886	40	Rotem	BTC-4D	2022-2024	In service
1800-1827	28	Rotem	CTC-5	2012-2014	In service
1828-1870	43	Rotem	CTC-5	2022-2023	In service

300-344 and 1300-1314 rebuilt 1996-97 by Morrison-Knudsen/Amerail
renumbered as:
300-302 renumbered to 200-202
304-314 renumbered to 204-214
316-344 renumbered to 216-244
1300 renumbered to 245
1302-1314 renumbered to 246-258
cars 303, 315, and 1301 are wrecked/scrapped never rebuilt or renumbered.

In 2006, the MBTA acquired 5 retired New Jersey Transit Comet 1 cars (1708, 1717, 1719, 1738, 1744) built by Pullman-Standard in 1971 to serve as a parts source for the CRASP program, cars scrapped for parts April-June 2006.

MBBs overhauled 2020-2022: 514, 518, 519, 520, 531, 533 (ex1517), 534-(ex1503), 535-(ex1515), 536-(ex 1521), 540-(ex 1502)
525 and 529 overhauled 2023 and converted to non-revenue office cars

Cars leased to Connecticut Department of Transportation for Hartford Line service 2018-2023:
501, 503, 505, 508, 509, 516, 517, 522, 526, 527, 528, 532, 1505, 1509, 1518, 1520

Locomotives acquired from Penn Central in 1976

Road Numbers	Quantity	Builder	Model	Year Built	Year last ran in service
4254, 4261-4266, 4268	8	EMD	E-8	1952	1979

7533-7536, 7538-7539, 7542-7543, 7545, 7547-7549, 7554-7557, 7559	17	EMD	GP-9	1956	1979

GP7s leased from B&M 1978-82: 19 locomotives: 1555, 1556, 1558, 1559, 1561-1566, 1569-1577

PAs leased from D&H 1978: 4 locomotives: 16-19

Additional locomotives acquired used by MBTA 1983-86

1920-1925, ex BN GP-9s acquired 1983-84, 1921 remained as work locomotive remainder retired by 1988, 1921 retired in 2005.
1900-ex SCL SW-9 acquired 1984 retired by 1987
901-905 ex SEMTA GP-9s acquired 1986, 902 and 904 remained as work locomotives, remainder retired by 1988
904 built new as a GP-18, downgraded to GP9 specs when rebuilt for SEMTA by Peaker Services in 1981.
902 donated to IRM, 904 to 470 Club

Ex Maryland (MARC) GP40WH-2s leased from Motive Power Industries 2011-2013: 51, 59, 61, 66, 67
Ex Amtrak F40s leased from Rail World Locomotive Leasing 2015-2016: 274, 301, 302, 310 (ex 392), 330 (ex 365), 418 (ex 318)

Locomotives purchased new by MBTA

Road Numbers	Quantity	Builder	Model	Year Built	Status
010-011	2	MPI	MP36PH-3C	2009	Stored
1000-1012	13	EMD	F-40	1978	Stored/scrapped
1013-1017	5	EMD	F-40	1980	Stored/scrapped
1050-1067	18	EMD	F40PH-2C	1987	In Service, rebuilt as F40PH-3C
1068-1075	7	EMD	F40PH-2C	1988	In Service rebuilt as F40PH-3C except 1073 wrecked/scrapped
1025-1033	9	M-K	F40PHM-2C	1991	In Service, rebuilt as F40PH-3C
1034-1036	3	M-K	F40PHM-2C	1993	In Service, rebuilt as F40PH-3C
1100-1114, 1150-1153	19	EMD	FP10	1946-47	FP10 s Last ran 1991
1115-1139	25	GMD	GP40MC	1973-74	In Service, 1131 renumbered to 1776 in June 2026,
2000-2039	40	MPI	HSP-46	2013-2014	In Service
3248-3249	2	NRE	GS21B	2009	Gen-set switchers

FP10s rebuilt from ex GM&O F3s and F7s, rebuilt 1979 by ICG. 1150-1153 were originally equipped with steam generators and converted to HEP generators by C&NW in early 1980s.

010 and 011 built 2009 for Utah Transit Authority (UTA), but never operated in service. Purchased by MBTA from UTA in late 2010, modified by MPI, and entered MBTA service in 2011.

GP40MCs rebuilt from ex CN GP40L-2s, rebuilt 1997 by AMF-GEC-Alstom. Original CN numbers as follows 1115-ex 9474 1116-ex 9499, 1117-ex 9500, 1118-ex 9501, 1119-ex 9506 1120-ex 9510, 1121-ex 9511, 1122-ex 9512, 1123-ex 9517, 1124-ex 9533, 1125-ex 9545, 1126-ex 9553, 1127-ex 9557, 1128-ex 9561, 1129-ex 9565, 1130-ex 9568, 1131-ex 9571, 1132-ex 9572, 1133-ex 9577, 1134-ex 9589, 1135-ex 9598, 1136-ex 9599, 1137-ex 9607, 1138-ex 9616, 1139-ex 9620

Locomotive purchased used in 2004 for work service: 3247 GP40, ex Ohio Central, ex CSX.
Locomotive acquired from Amtrak in 2006 as part of contract settlement: F40 #316-never operated in service and sold to Titan Rail in 2007.
1131 renumbered to 1776 in June 2026.